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FOR 1909.

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REMOVAL NOTICE

THE SWATOW DRAWN WORK Co. have REMOVED from Wellington St. to their New Premises, No. 17A, QEEEN'S ROAD CENTRAL (lately occupied by Madame Flint). Hongkong, 20th November, 1909.

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Hongkong, 13th December, 1909.

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All letters for publication should be written on one side of paper only.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C

HONGRONG, DECEMBER 22ND, 1909.

THE adoption by the Chinese Government of the suggestion made by His Exceldency Sir FREDERICK LUGARD, through His Majesty's Minister at Peking, that China should establish on the Pratas Island a wireless telegraph station for the purpose of furnishing meteorological data so that the information supplied to shipping in this part of the world, especially during the typhoon season, may be as complete and accurate as it is possible to-have it, is a decision on which the Chinese Government is to be cordially eongratulated. The Viceroy of Kwangtung has been instructed by the Imperial Government to at once take steps to establish the tation. We may therefore hope to see the station opened some time next year. The Canton authorities, we do not doubt, are quite in sympathy with the idea, for after the typhoon of last year-which did considerable damage to the small craft in the Canton delta, H. E. Viceroy Chang Jen Cuen, in a dispatch to the Commissioner of Customs, "showed a strong wish to cope with such calamities in the future," and in referring to the system obtaining in Hongkong with regard to ascertaining the probable direction and force of coming winds and the issuing of warnings, decided to introduce a similar system at Canton. Consequently Canton will derive benefit from the erection of a wireless station on Pratas Islands. Wireless telegraph stations, as many of our readers know, have existed Wood now holds on Governor's Island.

in the neighbourhood of Canton since 1907. the West River patrol boats are equipped with installations, and there is a Wireless School at Canton with about thirty pupils under a German instructor. Presumably the apparatus to be installed at the Pratas will be powerful enough to communicate with Canton direct. The announcement that this station is to be established at once serves, however, to emphasise at 4 p.m. stated that a cyclone or typhoon was Hongkong's need of a permanent wireless station. On the Empress steamers now it appears that a little daily newspaper is published consisting of Marconigrams received on board, and a Yokohama contemporary in commenting on a specimen copy makes the following observations:-"The messages are all evidently received from Japan or places west of Japan. The area between Australia and Japan to the east is quite unrepresented. This is natural for boats coming from the west, but it appears that the west-bound boats are worse off: though equipped with wireless apparatus they cannot receive any commercial messages until they come within range of Japan, It would appear incredible that the important British port of Hongkong, the entrepot of so much trade and the distributing centre of so much important commercial intelligence; should not yet possess a single commercial wireless station; but such is the fact. Japan, with characteristic enterprise, has gone ahead and established wireless stations, for commercial purposes, all along her coasts and in Formosa, and still the great Eastern port of her ally, Hongkong, while possessing the necessary Naval wireless stations, has not ignorant of China and the Chinese, yet thought it necessary to instal even one commercial wireless station. When it is considered how useful and interesting these Marconigrams are to passengers by the Empresses and other boats, it may be hoped that Hongkong will soon awake to the desirability of not lagging behind the times, and will establish one or more wireless commercial stations without!delay." Our readers will be aware that the matter is at the present time having the consideration of the Government, an application having been received from an American firm for leave, to creet a station with monopoly rights for a period of twentyfive years. The Imperial Government has a voice in the matter; and the question i one therefore which cannot be settled off-hand by the Colonial Government. It may be that the Imperial Government will view the project for wireless communication between British Colonies as one of more than local concern, and think inadvisable to allow the Crown Colonies to grant monopolies to private firms. Moreover, the Eastern Telegraph Co. will probably want to be heard on the subject of the the other three struck him with iron bars, a fine of \$100, or six weeks' imprisonment, and have already appeared in other papers will be threatened competition. A definite decision however, cannot be long delayed, for now that the Chinese Government has sublication. After that hour the supply is decided to establish a wireless station on the Pratas Island, and the Philippine Government has promised to erect a station. on one of the out-lying islands of the archipelago-in both instances at the solicita-LONDON OFFICE: 131, FLEET STREET, EC tion of the Government of Hongkong -a permanent station becomes an imperative need of the Colony, apart altogether from considerations connected with its use for commercial purposes.

The children of members of the Police Force are to be entertained at a juvenile sports meeting which will be held on the recreation ground at Happy Valley on the 27th instant.

In response to an alarm of fire raised about two o'clock yesterday afternoon the Fire Brigade turned out and proceeded to Conduit Road, where a coolie matshed was ablaze. They arrived on the scene too late, however, to save the matched, which burned rapidly.

We are asked to state that Messrs. Thomas Cook and Son have no connection whatever with Messrs. Clarke, the organisers of the Cleveland cruise, and are not associated in any way with Mr. Farmer in arranging the local excursions in connection with the coming visit of American fourists, as reported in an evening contemporary.

Inspector Langley placed six men and a woman before Mr. J. R. Wood at the Magistracy yesterday on a charge of stealing 17 tons of coal from a godown of the Mitsui Bussan Kaisha. Mesers. Otto Kong Sing and J. H. Gardiner represented the defendants. The case will be heard on Friday.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds

of the Hospitals :--Wing Kee ... \$25 Com. Z. Volpicelli ... 5 B. Brotherton Harker 5

Major-General Leonard Wood, Commanding the Department of the East, will succeed Major-General J. Franklin Bell as Chief-of-Staff at Washington next Spring. It is expected that General Bell will succeed Major-General Wm. P. Davall as Commanding General of the Philippines Division, and that General Davall will take the Command General

A capital programme has been arranged for TELEGRAMS. the minstrel performances to be given to-night and to-morrow at the Theatre by the U.S.S. Jolly Tar Minstrels."

Yesterday's Typhoon Warning from the Manile Observatory, to the American Consulate-General, Hongkong, dispatched at noon, read:-Cyclone or Typhoon E. of the northern Visnyas or south-eastern Luzon, moving N.N.W. or N." A second message despitched east of the Northern Visayas, or south of Eastern Luxon, recurving north eastward.

Four natives, one of whom was a lukong, were prosecuted by Sergeant Davitt for being in unlawful possession of opium at Tungcheong on Lantac Island. After hearing the evidence Mr. Hallifax fined the first defendant \$60, the lukong \$50, and discharged the other two.

Acting on information received by wire, the police boarded the s.s. Shun Lee on her arrival from Canton yesterday and arrested a native who was alleged to have kidnapped a child. The defendant was charged before Mr. J. R. Wood at the Magistracy, bail was fixed at \$2,000, and the hearing was adjourned.

The Saturday Review says :- Really Sir Robert Hart is becoming rather trying. To him years seem to have brought not discretion, but recklessness. It would matter little were it not that everyone naturally thinks that a man who has lived in China for some half a century must know all about the Chinese that can be known. English "Chinamen" can go behind this fallacy. They understand and discount such pronouncements as Sir Robert's latest that in fifty years China will be wholly Westernised. It is doubtful if China can ever be Westernieed at all, at any rate au inch below the surface. But to talk in this wild way is merely deluding the plain man who is absolutely

SUPREME COURT.

Tuesday, December 21st.

IN CEIMINAL JUBIODICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

MURDER CHARGE.

Fire Chinese were arraigned on a charge of murdering one Wong Teui Lin in Victoria on November 30th. The Acting Attorney-General (Hon. Mr. F. A. Haseland), instruct. ed by Mr. H. L. Dennys, appeared for the Crown, and Mr. G. C. Alabaster, instructed by Mr. Shenton, from the office of Mesers. Deacon, Looker and Descon, appeared for the

Prisoners pleaded not guilty, and the following jury were empanelled : Measrs. John Hands, O. Kramer, K. A. Helm, E. J. da Silva Loursiro,

The Attorney General stated that his neprisoners and the deceased were employed in the Cotton Mill, and on the 30th November at 6.15 p.m. as they were leaving the mill the five prisoners attacked the deceased. The story It would seem that on the previous day the first prisoner and the deceased had a quarrel and a fight, and both were brought before Mr. Gittins, the mill accountant, who fined the deceased ten cents and the other man twenty cents. The deceased was admitted to the hospital the same day suffering from two stab wounds in the abdomen, and he died on the 6th December, death being due to sceptic peritonitis. On the 30th November the dying deposition of the deceased was taken in the presence of the first prisoner only, but anything he said then could not be evidence against those who were not present. After the arrest of the other defendants a further dying deposition was taken in the presence of the five prisoners. In the second doposition he said that the first prisoner was the man who stabbed him, but he also said that the fifth defendant helped in the assault. The story of the prosecution was that the five men deliberately attacked the deceased, and the first prisoner who used the knife must be regarded as having intended the consequences of his act, and the others joined

in the assault. The first witness described the attack and said the first prisoner stabbed the deceased. The fight stopped when the "engineer taipan came on the scene and had the wounds of the

Cross examined-There were three other men armed with knives who took part in the assault. by any breakwater, and vessels are thus forced They could not be found now. The blows struck to suspend the loading and discharging of by the men with the iron bars were very hard, and he could not explain why there were no marks of the blows on the body of deceased. Everybody ran off after the fight, and witness did so also because he was afraid of being implicated in the trouble.

A female employee gave evidence of witnessing the assault. Under cross-examination she said she helped to carry the deceased into the office. Two men stabbed him, but one had absconded.

Another employee deposed to seeing the first prisoner stab the deceased with a knife. Under cross-examination he said that the third and fourth prisoners were not present at the fight. He did not see the first prisoner stab the deceased: he merely saw the blood on the knife. The case for the prosecution having been closed. Mr. Alabaster opened the case for the defence, which was a denial of the evidence submitted by the presecution. He pointed out that this was a quarrel between Hakkas and Puntis. The Crown had called all the Hakkas and arrested all the Puntis.

The first prisoner went into the witness-box and gave evidence on his behalf, denying that he had inflicted the wound. The hearing was adjourned.

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REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

WARSHIP CONSTRUCTION IN GREAT BRITAIN.

LONDON, December 21st. The Admiralty on Saturday placed two orders for super-Dreadnoughts. One battleship-cruiser is to be laid down immediately and completed in

BARONESS VAUGHAN.

LONDON, December 21st. The Baroness Vaughan, whom the late King Leopold married last year, is at present in Paris.

A LONDON FIRE.

LONDON, December 21st. The premises of Messrs. Arding and Hobbs, drapers and house furnishers, of Clapham, have been destroyed by

The fire originated in the ignition of Christmas decorations.

Three hundred and fifty employees were on the premises at the time, and in the panic that occurred many jumped from the upper stories.

Three were killed and many were injured.

It is feared that there are bodies in the debris.

CRICKET.

POLICE "A" TEAM D. BUFFS. A match between these teams takes place on the Police Recreation Ground at Happy Valley this afternoon. The police will be

represented by Messrs. Cooper, McHardy, McLennan, Watt, Sullivan, Glenenning, Gerrard, Parr, Cookle, Baker and Grant. Reserves : Messrs. Gourley, Pattison and Watt. On Thursday afternoon a selected police team will try conclusions with a team representing

H.M.S. King Alfred on the Naval Ground at TRADE-MARK PROSECUTIONS.

The master of a teachop in Ko Shing Street was proceeded against before Mr. J. R. Wood the prosecution was that the first at the Magistracy yesterday for applying prisoner stabbed deceased with a knife, the false trade description to a package of tea. second held deceased by the queue, while After hearing the evidence his Worship imposed ordered the defendant to pay costs amounting

> Detective-Sergeant Murphy proceeded on board the s.s. Telemashus and seized five cases of joss sticks under the Trademarks Ordinance. Before Mr. J. R. Wood at the Magistracy yesterday Mr. P. Sydenham Dixon, of Mr. R. A. Harding's office, applied that these sticks should be configurated, because they bore trademark so nearly representing the complainant's as to be calculated to deceive. The hearing was adjourned for a week.

OPENING OF PORT ARTHUR TO COMMERCE.

The Japanese Government has decided to abolish the Port Arthur Admiralty and to open the port to commerce, allowing free entry to Japanese and foreign steamers. By this, say Japanese papers, the Government intends realise its object in maintaining peace in the Far East and equal opportunity in China. This decision will be officially announced before the end of the year. Referring to the value of Port Arthur as

commercial port, Mr. Lida Giichi, a director of the Mitsui Bussan Kaisha, remarks that the opening of the port to commerce is a truly gratifying step. Dairen is nominally an unfrozen port. In reality the harbour is frozen over at once when the weather is calm during the intense cold of the winter months, while when a strong northerly breeze blows high seas invariably prevail in the harbour, which is not protected The present is a season for shipping beans, and steamers loading this commodity are involved in serious delay, accompanied by heavy expenditure and difficulties, owing to the above circumstance. The situation of Port Arthur is much better. This port is surrounded by hills, and the water in the harbour is deep, while the port is never frozen, Port Arthur, it is alleged, surpasses Dairen far and away as a commercial port. At first it was reported that the Government had under consideration a proposal to make Port Arthur a coaling station for merchant vessels. The opening of the port to general trade, however, will be welcomed generally by Japanese and foreign merchants. It is to be regretted that the entrance to the hosbour is rather narrow. interfering with the movement of large steamers, but this inconvenience can be remedied by cutting a canal between the harbour and Pigeon Bay, so that steamers may come in by the present entrance and depart by another. - Japan

LATEST STEAMER MOVEMENTS.

The Dodwell Line str. Atholl arrived at Boston, Mass. on the 17th inst. The Indo-China str. Kumsang from Calcutta

and the Straits left Singapore for this port on

CANTON.

(FROM OUR OWN CORRESPONDENT.)

December 19th.

BAILWAY AFFAIRS: The Minister of Posts and Communications has sent two able officers to make a thorough enquiry into the management of the Yuet Han Railway, the finances of which are said to be in a state of chaos. These deputies arrived per 8.8. Faishan on the 15th inst. They are reported to be invested with full power to commit to the Magistrate anyone found guilty of malpractice in reference to the railway funds.

IMPROVED INDUSTRY. Fatshan is a great industrial centre and large numbers of women are employed by the various manufacturers. These women are in most cases only acquainted with old-fashioned ways of working and the quality of the articles experted suffers in consequence. To remedy this a Fatshan manufacturer is opening a training school, where women are to be instructed in modern methods of weaving and dysing. There are a large number of applicants for entry to the school.

AN OFFICIAL DENOUNCED. A gentleman has accused the sub-prefect of methods of punishment, extertion and inciting the troops under his control to plunder householders and disturb the public peace. The nocuser has sent proofs of these charges to the Vicercy and petitioned him to investigate the prefect's conduct. On receipt of the documents the Vicercy sent a deputy to make a searching inquiry into the matter.

A FREE SCHOOL The great majority of the water population is entirely uneducated, and certain philanthropic men, pitying the condition of the young boys have opened a free school called "Fung Yuen" a theatrical troups to give a series of perform-A GREAT FIBE.

Fires still continue to cause a great deal of bays. alarm this month, and the amount of damage and the surrounding houses escaped.

A NOVEL SCHEME.

Fire-brigades are institutions of great importance in Canton, and during the last month they have been kept very busy. The brigades are usually under the control of certain "Kai Fong who raise the necessary money for their this practice, but the speaker sent an inspector upkeep. There is often a difficulty in raising out to try to catch men dumping rubbish from this money, but where there is a will there is a way, and the following is an account of how one of these brigades was formed and equipped. Near the West Gate outside the Yuen stone purporting was promoted a Hon and a lioness. On certain days of the year trip the inspector caught three men, who were the superstitious folk of the neighbourhood fined \$3 each at the Police Court. make a pilgrimage to these objects; those desiring a son praying to the lioness and those wishing prosperity in business praying to the some misunderstanding, or because the case had lion. Near the images there are stalls kept by certain of the Manchu community, where incense, candles and joss paper may be bought, dumping rubbish, and nine of them were fined and the owners and the stalls make handsome profits. There was lately a fire in the locality and the Kaifong determined to have a fire The committee's report would be furnished brigade, but no money was forthcoming. They then approached the heads of the Manchurian lay it on the table. section, and after some delay the stalls were handed over to the Kaifong. In a short time enough money was raised by this means to start the desired brigade.

Those interested in the salt trade are in some little fear regarding the steps the Government is likely to take regarding the sale of commodity. Certain rich merchants of province in conjunction with other merchants from the Straits have endeavoured to gain the permission of Government to form a salt monopoly, promising to pay in return a very large annual royalty variously quoted from two to twolve million dollars. Certain citizens have sent in a petition to the Vicercy concerning this matter, and in the course of their argument they point out five evils which are likely to arise from the establishment of such a monopoly. The most important point they notice is that salt is a necessity and should in consequence be cheap, but they urgo should the monopoly become an established institution the price is likely to rise and rise and that the public would be quite unprotected from the extortion of the monopoly holders.

As yet nothing definite has been done in the matter; but it is said that the Viceroy is not averse to the proposed monopoly in so much as the increased revenue from salt will go some way towards making up the deficit in revenue which is bound to occur when licensed gambling the Vulcan Company is building the Ersatz is put down. There is no doubt that this latter Heimdal, the first of the third and newest type event will take place sooner or later, and but for of German Dreadnought. It was definitely the question of finance steps would probably stated at yesterday's meeting that this ship have been taken towards its abolition before is too large to be built at Stettin, where the now. Judging from incidental matters the Provincial Government must be rather tight for money at present. The native papers report that there was a deficit of 60,000 taels in the military estimates of last year which has got to contracts in hand to the value of £2,650,000, be paid up; many districts are petitioning for while "promising negotiations with regard to an increased police force; an increase of police in Honam recently sanctioned will cause an additional expenditure of over 1,000 tools per month, and in addition to all this the Central Government is clamouring for money. It is no wonder, then, that the higher officials look with some degree of favour on the establishment of a monopoly which will go some way towards filling up the gap.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present: Hon. Mr. A. W. Brewin (Registrar General), Hon. Mr. E. A. Hewett, Mr. A. Shelton Hooper, Mr. Lau Chu Pak, Mr. Ng Hen Tax, Dr. F. Clark (Medical Officer of Health), Dr. Pearse (A.M.O.H.) and Mr. W. Bowen Rowlands (Secretary).

THE KOWLOON SCAVENGING AND CON-BERVANCY CONTRACT.

The report of the committee appointed to enquire into and deal with the complaints against the Kowloon scavenging and sonservancy contractor was submitted. The committee had imposed a fine of \$100 on the contractor, who, they were satisfied, was fit to carry on the work. The disposal work was not se satisfactory, and the committee had warned him if there was no improvement they would not recommend that he be permitted to continue carrying on the contract.

Hon. Mr. Hewerr minuted-I have not time at the moment to read these papers and would ask that they be returned to me later. There is one point to which I must refer. The Yang Kong of serious misdemeanours. He is rubbish should be taken further away. As it is charged with accepting bribes, using improper now handled a considerable portion must find its way on the various beaches in the island necording to the state of the tide. Yesterday (Sunday 12/12/09) I went in a launch to Deen Water Bay, leaving Hongkong about 11 a.m. with the tide about quarter obb. For the greater part of the distance from Sulphur Channel until well into Aberdeen Channel there was a continuous line of refuse floating on the water, ashes and other household rubbish. This must all have ultimately been washed up on the shore and would presumably add very considerably to the insanitary condition of Aberdeen and other surrounding fishing villages. for their special benefit. They have also invited The same thing is taking place on other sites on the mainland and the island, as can be ances in the Honau Theatre in sid of the funds. proved by anyone who cares to carefully examine the jetsam in the neighbouring

The PRESIDENT pointed out, in connection lately caused has been enormous. At 7 p.m. on with the minute of the Hon. Mr. Hewett, that Monday last a fire broke out at Shiu Hing steps were being taken to deal with accumula-Street, and before the flames were put out | tions of rubbish, especially in the neighbourthirty-one houses were completely destroyed. | hood of the Sulphur Channel, where the prac-Shortly after this blaze-had been extinguished tice had become very bad. This was chiefly another broke out in a dyer's shop. In this due to the foreman of the scavenging contraccase there was luckily no great damage done tors, who was in charge of the work of removing rubbish from Kennedy Town slaughter-house. This man had been prosecuted by the police. He kept a watchman who had been seen on the pier waving his hat to a little boat from which rubbish was being dumped off Green Island. It was very difficult to put a stop to the slaughter-houses. The inspector saw a man dumping rubbish from a boat alongside a wharf, but as soon as he found out he was observed this Yuen man jumped overboard and ran up Jubilee Road .

> Mr. HOOPER-Only \$5! That is very little. The PRESIDENT thought it was owing to not been pressed home. Since then the Kewloon rubbish boatmen had been caught \$15 each. The Harbour Master had since sent. out a launch, and another lot had been caught. early next month. He proposed at present to

THE OUTBREAK OF FOOT AND MOUTH DISEASE.

The President brought forward a paper in connection with the outbreak of foot and mouth disease at Sassoon's Villa, Pokfulam Road. The Colonial Veterinary Surgeon reported that the outbreak in shed 3 and the adjoining small sheds was now at an end. Two calves and one cow had died, but not from foot and mouth disease. The C.V.S. therefore recommended that the sheds be no longer regarded as an infected area. The area referred to was declared to be no

longer infected.

GERMAN NAVAL CONSTRUCTION. THE VULCAN SHIPYARD COMPANY.

The new shares of the Vulcan Shipyard Company, increasing the capital from £500,000 to £750,000, will be issued at a premium, of 70 per cent, says the Times Berlin correspondent writing on the 25th ult. 'the premium and 25 per cent, of the nominal value will be paid up at once, and the balance of 75 per cent, will be called up as required, but in any case not later than December, 1911. An issue of £500,000 Four-and-a-Half per. Cent. Mortgage Bonds was also authorized at yesterday's meeting. One

half of this amount is to be issued at once. The new issues are required by the extraordinary development of the Vulcan undertaking, which, as fully explained in The Times of April 14, has grown pari passu with the development of the German navy, but especially by the new establishment at Hamburg, where Dreadnoughts, was built. The turbines and boilers will be constructed partly at Stettin and partly at Hamburg.

It was stated yesterday that the company, which is paying a dividend of 12 per cent. has various new contracts are in progress." The negotiations were said to refer to the construction of both warships and merchant vessels, both for Germany and for abroad. In this connection it will be remembered that various German journals were able to anticipate accurately 12 months ago that the Vulcau Company would build the battleship for which the contract was officially "placed" only a few weeks ago.

The retiring British Consul-General in Berlin, Dr. Paul von Schwabach, has iden elected a director of the Vulcan Company.

SHIPPING NOTES.

That the revival in shipbuilding has now fairly set in is abundantly evident, says a home paper. It is attested by the heavy list of new orders booked on the North-East Coast, following similar heavy bookings recently on the Clyde. The orders for the three contingent Dreadnoughts in themselves constitute a large amount of new work now coming on. In addition, there is the new Brazilian battleship, which, like one of the British Dreadnoughts, has gone to Elswick. Then there is the new. Pacific Steam Navigation Company's passenger steamer, which is to be built at Wallsend, and the new Tyne-Tees Shipping Company's passenger steamer to be built at West steadily until they have now reached a point Hartlepool, and a goodly crop of high-class cargo boats which have been distributed on the Typo and Wear, besides several important inquiries new in the market. The booking of Brazila having furnished operators in America this new work has already stimulated the with a lever they have not been slow in applydemand for materials, and heavy sales of plates ing. It is stated that the quantity available and angles have been made on the North East for export free of duty according to the Coffee Const, where a rise in price is foreshadowed. Valorization Act will be exhausted before the In the West of Scotland orders for about 40,000 and of the year and that subsequent shipments tows of new shipping were placed last week, and will be subject to an export duty of 20 per the insterial for these is expected soon to be in cent. Whether the shortage is really as great the market. Of course, says the Shipping World, as the bulls in New York would wish the public the steel mills can do with the work, for they to believe, remains to be seen; at any rate the have had a bad time of it lately, as the annual tone of the market has been quieter within the reports of some of the companies just issued last few days and the advance in prices has not fully attest. But these mills are about to be been fully maintained. well employed, and their directors, by common consent, agree that the outlook is now hopeful.

building. An increase in the number of orders | erop estimates, and although sharp fluctuations placed with building yards it says, is a symptom have occurred in the past fortnight, prices have of an improvement in the shipping trade, although not again touched the highest point previously the orders are partly due to the replacing of ships attained and are now some thirty points lower which have been lost. The German Australian Steamship Company recently placed orders for both in England, where the political crisis is two ships, one with the Reiherstieg yard at beginning to exercise an unfavourable influence Hamburg, the other with an English yard, on business, and on the Continent has been The same company has three other vessels extremely quiet, and the necessity of curtailed building, one at the Reiherstieg yard, one at a production is more strongly insisted upon than Fiensburg yard, and one at an English yard ever. Even in the United States short time The Hansa Company at Bremen ordered of the is spoken of, but so far mills there continue Tecklenborg yard at Bremen five vessels, of to buy large quantities, which three have already been delivered. To doubtful whether the New York bull replace ships which have been lost the German clique is already giving up the game. East Africa Line has ordered a passenger vessel satisfied with the enormous profits made, or of 8,000 tons and a speed of from 131 to 141 whether it is only waiting for a favourable opknots, from Blohm and Voss of Hamburg, and portunity to resume operations. The average the Woermann Line has ordered a freight ship estimate of the crop by members of the New of 8,500 tons and a speed of 12 knots from the York Cotton Exchange is cabled to be Bremen Vulcan yard at Vegesack. The Woer- 11,231,000 bales. mann Line has also ordered a freight ship of 4,500 tone from the Reiherstieg yard.

A London contemporary remarks that we are apparently within measurable distance of some very important changes in our shipping laws, as a result of the recent International Diplomatic Conference at Brussels. As things stand, the British rule is that where ships are both found to blame for a collision they shall pay a moiety offered found ready buyers, chiefly for American of each other's damage. The practice often secount, 35,000 bales more are advertised for works out harshly. Thus, a vessel whose next week, but it is doubtful whether the sale navigation may have contributed in but a minor and even technical degree to the catastrophe others continues. From the River Plate an and which escapes with comparatively slight sotive demand, particularly for cross-breeds, is injury, may be called upon to pay, on balance, a reported. large amount if the other vessel and her cargo tice is more discriminating. The Court takes promise to be the largest on record, with the reputation is already occupying the attention upon itself to assess the gravity of the fault of exception of those of the year 1906, when the of the courts. This is the claim for damages the one ship and of the other, and apportions total yield reached 443 million quarters. The of an inventor named Uchida, and the defendant the liability accordingly. The proposal new is total of the present season is estimated at 424 in the case is Prof. Tanakadate, mentioned that we should abolish our rule in favour of that | millions, distributed as follows in thousands of above, who severely criticised Uchida's machine which finds more general acceptance.

Another proposed medification of our law concerns the question of compulsory pilotage. At present, if a ship is in charge of a pilot by compulsion of law, and there is a collision which is the fault of the pilot alone, the owners or master are not responsible. The theory is that having a pilot thrust upon them whether they like it or no, they ought not to be responsible for his default. This, of course, is often very hard upon an innocent ship, which, although entirely free from fault, is yet unable to recover a single penny piece, despite the fact that she the end proved to be true. The Journal of may be seriously damaged. The idea is to do Commerce now states that a preliminary agreeaway with this exemption. Various other alterations of the law, including the conferment will adopt the form of a joint stock company. of a direct maritime lien on those who supply subject out.

accepting the regulations as to the loading of late, and it is supposed by some that the object ships made by France as satisfying the British of the Trust is not so much to put up the price regulations on the subject, so that a French ship of the metal itself as to create a demand for in a British port complying with French rer American mining shares in the markets of the gulations shall not be liable to detention fo. Old World. Altogether it appears as if non-compliance with British regulations balance of trade, in spite of the enormous Similar notices appear accepting as equivalent shipments to Europe of cotton, corn and other to British regulations the French and Swedish produce, were turning against the States, and regulations as to life saving appliances on ships. | that an attempt will be made to remedy this by

The first results of the magnetic survey of the Atlantic. the Atlantic Ocean now being made by the Carnegie-Institution of Washington on the non-magnetic yacht Carnegie have been recorded. The first results prove that, when a complete survey has been made, masters of trans-Atlantic liners will be able to clip some time off their schedules by following revised charts of the magnetic survey. It is nothing unusual for a liner to lose thirty minutes or an hour in a trans-Atlantic passage by being carried off a straight course by a fretful performance of the compass. After the survey of the Atlantic is completed the non-magnetic ship will then take observations at various points to keep pace with the constant changes in the earth's magnetism. They affect the compass, it is estimated, at about the rate of five degrees in a century;

HAMBURG LETTER. THE STATE OF TRADE.

WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."

November 25th, Trade generally, I am happy to say, continues to improve, although in some articles there has been a temporary falling off in the demand

during the past fortnight. Sugar, which prior to the mailing of my last letter, had shown some weakness, speedily rallied after the publication of the statistical returns for the month of October; England and the United States bought freely and prices advanced

Coffee, too, has displayed more animation; unfavourable accounts of the crop in the

Cotton is suffering from a reaction after the excitement of the summer and autumn, for although there is a marked falling off in the We note a similar report on German ship- receipts in America, confirmatory of the reduced with a downward tendency. The trade demand

Wool.—Considerable activity prevails in the Wool Market; the London sales, which are going on at present, are well attended and higher prices are being paid for cross-breeds and the better descriptions. In Sydney, where 30,000 bales, which, owing to the strike, could not be offered for sale in Brisbane, have been sold by auction at full prices, together with 9,000 bales put up at the same time; all the lots

United States 352,000 308,300 301,000 335,030 315,000 Hungary 20,500 20,000 18,700 20,000 15,600 20,000 15,500 11,500 20,500 16,500 12,000 12,000 10,000 9,000 9,000 10,000 8,500 10,000 10,500 9,150 Mexico Italy

30,900 44,825 38,750 48,300 05,920 424,400 469.125 389,950 443,300 400,970 Nevertholess prices are well supported.

Copper.—The rumours of the formation of a Copper Trust in the United States, which emphatic denials on the part of those most immediately concerned failed to silence, have in ment has been arrived at and that the combine It is said to include the South American and bunker coals and other necessaries for the ship's Canadian Mines, the Amalgamated Copper Co., voyage, are also under contemplation. Parlist the Cole Ryan concern and the Guggenheim ment, needless to say, will have to thresh the works, the aggregate output of all being estimated at 765 million pounds annually. anticipation of the event prices of copper and of A notice has appeared in the London Gazette shares in copper mines have been advancing of the sale of American securities on this side of

been averted for the moment by the loan of gold to the Bank of England by that of France and by the conservative policy adopted by these two institutions and the Reich Bank in Berlin. Money is easier, but a fresh outbreak of speculation may at any time

produce renewed stringency. The commercial convention between Great Britain and Gormany, which expires at the end of the year, has been renewed for until the end of December 1911 on the principle of the most favoured nation clause; a bill for the ratification of this agreement will be submitted to the Reichstag in due course.

Mr. A. E. Wileman, of the British Consular service, has been appointed Consul-General at Mr. R de B. Layard has been appointed Consul-General at Kobe, and Mr. H. A.C. Bonar goes to Seoul as Consul-General for

THE FIRST AEROPLANE FLIGHT IN JAPAN.

FRENCH OFFICER'S EXPERIMENTS END IN DISASTER.

Toxyo. December 13th. A few days ago there were carried out in this city some very interesting private experiments with an aeroplane undertaken by Lieut. Lo Prisur, of the French Navy, one of the "language officers" attached to the French Embassy here.

The experiments ended disastronaly for the aeroplane, although the officers interested were more than satisfied with the results obtained. SITE OF THE TRIALS.

Lient. Le Prieur, through the kind assistance of Messrs. Tanakadate and Aibara, the former Professor of Science at the University and the latter a captain in the Japanece Navy, obtained the permission of the police to experiment with a newly-constructed "glider," built on the French model of Voisin Brothers, at a site Uyono Park, near the Shinobadan Pond. place is admirably adapted for such experiments, the pond being a kindly haven in the event of disaster, but one or two feet in a populous part of the city, and although the trials were quite private the more in a short time to attract an enormous concourse

SUCCESSFUL FIRST FLIGHTS. M. Le Prieur knew nothing of the possibilities of his machine, and doubted them more and more as he gradually came to realise that among the thousands of spectators were many distinguished mon, including Lt.-Gen. Nagaoka head of the Military Aeroplane Investigation Association, and other members of this newlyformed official bureau. But with the assistance of a 60 H. P. motor-car used for towing purposes, he made a successful first flight, maintaining his balance nicely about fifteen feet above ground and flying 150 yards. This experiment was repeated, and the landing in both cases was carried out with every satisfaction to the anxious lieutenant.

CAPTAIN AIBABA'S MISFORTUNE. Among those keenly interested in those experiments was Captain Aibara, a naval engineer and member of the Military Aeroplane Investigation Association. The captain asked for M. Le Prieurs permission to use the machine, but the latter objected and warned the captain of the probable consequences. Captain Aibara, however, persisted and started off with the assistance of the motor car. He glided over the pond, but not being able to check his ascent, broke the rope attaching him to the motor car, lost his balance and toppled over falling 25 feet into the pond. Fortunately for the Captain he received no hurt beyond a wetting, but the machine was wrecked and Lieut. Le Prieur is now busy on a new one.

Thus ended the first experiment in this country with an aeropiane. It is interesting to note that the public are paying increasing attention to this subject, judg-

THE SUEZ CANAL:

Dr. Rutherford (Middlesex, Brentford, Min., asked the Secretary of State for Foreign Affairs in the House of Commons last month whether, in view of the important commercial, Egyptian and international interests involved in the Sues Canal, he would take steps to give the House, an opportunity of expressing an opinion upon the proposed extension of the lease of the Suez Canal Company before the negotiations are completed. Sir E. Grey.-Certain points in connection consideration of the Egyptian Government, who sentatives of which bodies were last year ampply two out of the three American Emperors must have time to form their own opinion upon

was arrived at, opportunity would be given for | nations respect.

Sir E. Grey. I have said the Egyptian Government are considering the matter, and before any conclusion is come to the General Assembly will be consulted.

in the House. Was it not reasonable that the House should have the opportunity of expressing an opinion on such an important question? Sir E. Grey. The decision from the point of view of the Suoz Canal Company does not rest with the House. The decision rests with the Egyptian Government, and they are now forming an opinion without any pressure from-us.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :-A further rise in the rate of discount has On the 21st at 12.25 p.m.—The barometer has fallen considerably in Vladivestek and over Japan, and risen slightly in Cochin China. The depression in the South remains in the neighbourhood of the S. Philippines. The northern depression has moved Eastward and reached the vicinity of Vadivostok.

The anti-cyclonic area stillies over W. China. Heavy monsoon must still be expected to prevail over the N.E. part of the China Sea. Hongkong rainfall for the 24 hours anding at 10 am. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:-Hougkong & Neighbourhood - fresh; fine. N. and N.E.

Formosa Channel winds, strong. South coast of China between Hongkong and Lamocks. South coast of China between Hongkong and Hainan....

Same as No. 2.

THE PRESIDENTIAL MESSAGE TO CONGRESS.

STATEMENT OF AMERICA'S PAR MASTERS

Washington, December 7. President Taft's Message to Congress contained the following references to affairs in the For East: The U.S. Government has maintained

fixed and unchanged policy in the Far East,

advocating the principle of equal opportunity, and directing very careful attention to the marktenance of the territorial integrity of China, This policy was confirmed by Powers in the East and West by the Treaty of 1903. The Chinese Government proposes to discontinue the likin duty and to increase the Custome tariff in proportion, and also to im- of the House of Bourbon-France. prove the present system of currency. As these reforms in China will undoubtedly be of great | the gift of the fief of Terra Portucalensis or bonefit to the trade of foreign countries, just the County of Porto Cale to Count Henry of as the internal condition of China will also. Burgundy in 1094. Attempts have been made be benefited, the U. S. Government undertakes to assist the Chinese Government towards facilitating the execution of the pro- the first Count of Portugal, was the second son posed scheme, at the same time requesting the of Henry, third son of Robert, Duke of Bur-Treaty Powers to also give their support. The revenue of China from the likin duty appears to be mortgaged to foreign banks in connection with a scheme for the construction of a great railway in China. It is evident that the foreign his son, Dom Sancho L, the "City Builder." Powers, whose subjects or citizens hold Chinese | Then came Affonso II. and a long succession of Railway bonds, have a direct interest in the rulers, ending with Dem Pedro IV., who was carrying out of the proposed reforms in China. The railway bonds held by the foreign Powers and covered with lotus plants. The site is and capitalists show that the "open door" policy, which the Powers concorned are carrying Throne of Portugal in favour of his daughter, into practice with the co-operation of China, is Maria II, da Gloria, on May 2, 1826. It is being practically and actually applied. The through the second marriage of Maria II, that appearance of the strange machine was sufficient connection of the United States with the Chinese the present King Manuel occupies the throne. reform scheme, it is considered, will be of great | Maria da Gloria-first married Augustus Charles advantage to America when these reforms actually appear in tangible shape. The great American bankers who enjoy world-wide oredit for their immense wealth, at once agreed to take up the railway bonds immediately the U.S. Government endorsed the Chinese scheme. principal condition of the railway loan is that the United States is to have an equal opportunity with other Powers interested in the loan of supplying the necessary material for the construction of the line. After a protracted conference in connection with her participation in the railway loan, the United states is obtaining a large share in the building of the great highway. This arrangement will give a real impulse to the American trade in China and will mark a new epoch in the politics and history of the United States in the Far East.

The Chinese Government has decided to set aside a portion of the Boxer indemnity from the payment of which the United States has King Ferdinand, was succeeded by his brother released China, and to use the money to send students to America. The necessary arrange- ter of Victor Emmanuel, King of ments for this purpose having been completed a King Louis reigned from 1861 few mouths ago, a large number of Chinese when, students will shortly arrive in America and will son Carlos. It was this King Carlos who be seen at American schools and universities. met his death at the hands of the assas-No one can doubt that when these young men sins on the 1st of February, 1908. It will return to their own country, after completing be seen that through his immediate ancestors, their studies, and take up their work towards | King Manuel represents four of the first ruling the advancement and prosperity of their coun- houses of Europe: Bourbon (France), Hohentry, the welfare of China will be enhanced. zollern (Germany), Savoy (Italy), and Braganza. The opium conference held at Shanghai last In addition to this, he belongs to the House Spring was initiated by the U. S. Government, of Saxe Coburg-Gotha, which counts King and the result of that meeting, as shown Edward as its chief. There is a legal point had been made in the work of the Chinese Government for the suppression of the evil. The U.S. of the late King Carlos and his eldest son are Government supported the agitation for the suppression of opium traffic, but feared that it would interfere with trade. As to other mat- brief space of time was enough to invest him President has been authorised to issue strict He therefore died a King and not a Crown orders for the control of the manufactures, sale | Prince. and use of opium and preparations containing it. An Agreement signed between Japan and

China on September 3rd last contained a provision which aroused public suspicion to a remarkable extent. In some quarters the Agreeof securing a monopoly, as alleged. The matter the U.S. Government interpolated the Japanese and Chinese Governments on the matter, and

sentative of Japan, and a party of representative nevertheless condemned to pay between-Japanese ousiness-men had been visiting the fifteen and sixteen million france by way of United States as the guests of the Chambers of compensation. Commorce of the Pacific coasts, the reprewelcomed in Japan. There is no doubt that the Pedro IV. of Portugal, who became Pedro I. Meanwhile, the negotiations are in exchange of such visits between the Japanese of Brazil, and his son Pedro II, of Brazil. The suspense, and there is nothing further to be said and American people will largely contribute to third American Emperor was, of course the an increase of trade on the Pacific, and Hapsburg Emperor of Mexico, who was court-

The Agreement of 1908 relating to the restrictions of the immigration of Japanese labourers has worked successfully. As to the revision of the existing Treaty between Japan and the United States, which expires in 1912, Dr. Rutherford said he referred to discussion | the two countries have the matter now under consideration.

BRITISH HONOURS FOR THE CHINESE NAVAL COMMISSION.

The following notifications were published in

The King has been pleased to appoint His Imperial Highness Prince Tsa: Haun, Chief Administrator of the Chinese Admiralty, to be an Henorary Member of the Civil Division of the First Class, or Knights Grand Cross of the Most Honourable Order of the Bath.

Most Distinguished Order of Saint Michael and Saint George :--

To be an Honorary Member of the Second Class, or Kinghts Commanders of the said Most Distinguished Order:-Admiral Sah Chen-ping, of the Imperial

Chinese Navy. The King has been graciously pleased to make the following promotion in and appointment to the Royal Victorian Order :-To be Honorary Knight Grand Cross.

His Excellency Lord Li Ching Fong, K.C.V.O., Envoy Extraordinary and Winister Plenipotentary of His Imperial Mujesty the Emperor of China at the Court of St James.

. To be Honorary Knight Commander. His Excellency Sir Chentung Liang-Chang, K.C.M.G., Member of the Privy Council of China, and Member of the Chinese Imperial Naval Commission.

MANUEL II. THE KING OF PORTUGAL.

HIS FAMILY AND PEOPLE.

Manuel II. Manuel Philippo Charles Amelio Louis Michel Raphael Gabriel Gonsague Xavier François d'Assise Eugène-King of Portugal, and the Algarves, Lord of Guines. He was born on November 15, 1889, a circumstance which makes him exactly twenty years of age. He represents the Houses of Bourbon, Braganza, and Saxe-Coburg-Gotha (Wettin). He gets his Saxe-Coburg-Goths and raganza descent through his father, while through his mother, Queen Marie Amelie Louise Hélène, a Princess of the House of Bourbon-Orleans, he inherits the blood of Louis Philippe and the ancient Kings

Portuguese history practically begins with without sufficient ground to identify Portugal with Lusitania. Count Henry of Burgundy, gundy. Soon after 1143 Portugal became a Kingdom, with Affonso Henriques, who overthrew the Moors, as King. Affonso Henriques died on December 6, 1185, and was succeeded by born October 12, 1798, and died September 24, 1834. On October 12, 1822, he became Emperor of Brazil as Pedro I, He renounced the Eugene Napoleon, Duke of Leuchtenberg, second son of Eugène Beauharnais, by the Princess Augusta of Bavaria. The Dake of Leuchtenberg died two months after his marriage, which took place in March, 1835. In the following January his widow married Prince Ferdinand of Saxe-Coburg-Gotha, a nephew of Leopold I., King of the Belgians, and a cousin of the late Prince Consort of Great Britain. Queen Maria was the last Braganza in the

direct line to rule Portugal. At her death, November 15, 1853, her husband, the King Consort Ferdinand II., became Regent. Regency lasted until the coming of age of his eldest son, Pedro V., in 1855, when the latter speceded to the sovereignty of Portugal. Dom Pedro V. married, in 1857, the Princess Stephanie of Hohenzollern, of the Royal House of Prussia. He died of pestilence in 1861. After a temporary Regency by his father, Louis, who married Maria Pia of Savoy, daughat his death, the throne passed to his the reports sent to the Government, connected with the succession of the young king, and it is a point which has escaped notice in the Press. If the reports of the assassination referred to it will be found that the latter survived the former by a minute or more. ters connected with the opium question, the with the sovereignty by operation of law.

"The King never dies" is a legal maxim, and, put into practice, it means that concurrently with the passing of the last breath of one monarch his successor becomes King. King Manuel, in consequence, did not succeed his Wheat.—Wheat remains firm with a rising and the reports of the Patent Office, while ment in question was believed to be intended to father, King Charles, last year, but his brother, tendency. The Indian corn crops of the world an action at law affecting an inventor's secure for Japan a monopoly of the right to King Louis Philippe, who was previously known Manchurian and Antung-Mukden Railways, perhaps, without interest. England and Portuand to exclude American and other enterprises gal have been on amicable terms for some years. from the said extensive tract of land. But It may be noted that the Portuguese observed after a full and careful examination of the the rules of neutrality during the South Afri-Agreement and the official document appertain- can war. In some quarters, however, Portugal ing thereto the U.S. Secretary of State came was blamed for a practical leaning towards the to the conclusion that Japan had no intention side of England. The British Consul at Lourenco Marques was, for instance, authorised having aroused very loud discussion, however, to search for contraband of war among goods imported by that route. The free passage from Beira to Rhodesia accorded to General Carobtained an assurance from them that the rington and an armed force also received provisions of the Agreement would in no way some criticism. As a result the Portuguese projudice the principle of "equal opportunity." Ministry resigned office, and was replaced The historical relations between Japan and by a Conservative Government. In 1900 America continue to be, of the greatest the Swiss arbitrators gave a decision in cordiality. An Imperial Prince of Japan re- favour of Portugal in the matter of the seizure cently visited the United States as a repre- of the Delagon Bay Railway. Portugal was

> The Portuguese are interesting as the race to Dr. Rutherford asked if, before a decision strengthen mutual tacit agreement, which both martialled and shot in 1868. Pedro II. of Brazil -curiously enough, the day King Manuel was born, November 15, 1853, was the date of Queen Muria II.'s death, and November 15th now marks the arrival in England of the present Monarch, whose birthday it also happens to be, He comes as the representative of an historic little people, who have helped to populate the furthest ends of the earth from Vasco da Gama's time (1460-1524) onwards. Portugal has retained its independence in the face of great difficulty. The tentacles of the Spanish octopus have seized upon it, only to be bravely thrust off again, Spain no longer covets the territory of Portugal, the London Gazette under date November and the days of Philip II.'s rule have long been over .- The Globe.

A SHANGHAI WEDDING.

HANWELL-WARREN.

The marriage of Dr. Gerald Hanwell and directions for the following appointment to the Miss Dorothy Warren, youngest daughter of took place last week. The civil ceremony was conducted by the bride's father at the Consulate-General in the morning and was followed in the afternoon by the religious ceremony in Holy Trinity Cathedral. A very effective style of decoration had been introduced in the Cathedral; festeous of evergreen, were suspended from pillar to pillar along both sides of the nave trails of clinging ivy encircled the lamps and supports, and the pew ends were embellished with poinsettias and green foliage. The chancel rails were screened with white chrysanthemams, plants and evergreen, and at the entrance to the chancel was a large. floral arch, on which flaming poinsottias showed up prominently from a background of white

The ceremony was fixed for 2.30 p.m., and by that time the nave was filled with friends of the bride and bridegroom. The brides' arrival was

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INSPECTION INVITED.

heralded by the appearance of the surpliced choir, which led the bridal procession up the church, singing "The King of Love My Shepherd is." Miss Dorothy Warren ontered the Cathedral on the arm of her father, Sir Pelham Warren. She looked ing in a Princess gown of soft ivory satin, with three wide panels of Chantilly lace, sewn with pearls, with a train of Chantilly lace and chiffon, draped from the left shoulder. She wore sprays of myrtle and orange blossom on her bodice and in her hair, and carried a bouquet of white carnations and white heather. Master James Barton and Miss Joan Jackson, the diminutive train-bearers, performed their duties perfectly under the guidance of Miss Warren, the bride's sister, who was the only bridesmaid, Warren's dress was of ivory silk covered with heavy a silver fringe, sash, also edged with She were a large hat of cream satin. with panne velvet and trimmed with Russian sable, and carried a bouquet of dark red carnations. Her present from the bridegroom was an antique dismond and sapphire pendant.

The train-bearers both were white satin costumes of the Stuart period, trimmed with pearls and silver, and the bridegroom's gifts to them were a watch for the boy and a jade pendant and chain for the girl.

The bridegroom was attended by Mr. Loftus E. P. Jones, as "best man," and the ushers, who found their task no sincoure, were Mesers. Boyd, Brand, Fearon, E. D. Jackson, L. King, McMichael, Morriss, Souter and Walker.

The Rev. A. J. Walker, who conducted the service, was assisted by the Rev. R. G. Winning. Before the final benediction "O Perfect Love was sung, and while Dr. and Mrs. Hanwell were in the vestry the organist played the Bridst March from Lohengrin, and, when the register had been signed, the happy couple left the Cathedral to the strains of Mendelssohn's Wed-

ding March. After a brief adjournment of the bridgl party to the Consulate Lawn for the purposes of a wedding photograph, a reception was held in the Consulate-General, and the capacity of the house was strained to the utmost to contain the large number of guests present. The health of the bride and bridegroom was proposed by Mr. H. P. Wilkinson in felicitous terms; Dr. Hanwell replied and gave the tonst of the bridesmaid and train-bearers, to which Mr. L.

E. P. Jones responded. Among the presents, which entirely filled a room in the Consulate, were two handsome cutglass and silver scent bottles from the staff of H.M.'s Consulate-General, a silver clock and barometer from the Matron and Nurses of the Victoria Nursing Home, a silver cigar-box. inlaid with the municipal coat-of-arms in gilt and enamel from the officers of the Shanghai

Volunteer Corps. The bride's going away dress was of a pretty shade of Wattier blue, with soutache trimming and slight touches of the palest pink passemen. terie. Her hat was a large violet picture-hat covered with ostrich feathers of the same shade The honeymoon is to be spent in Japan.-N. G Daily News.

THE KING OF PORTUGAL'S VISIT TO ENGLAND

HIS MAJESTT'S FAREWELL MESSAGE.

The King of Portugal has given the follow

message on the eve of his departure t London to Reuter's special correspondent: "A week ago, on the conclusion of State visit to Windsor, I conveyed to through my Foreign Minister an express of the depth of my feelings at the warn and splendour of the reception accorded Since then I have been in your can in a private capacity, and again I have most profoundly touched by the really a pathetic bearing of the people of Lon Everywhere I have been received and tre as a friend. Official and unofficial recent. State and private functions have left or mind an ineffaceable memory of the h time I have spent on these shores. I therefore, to convey to the English my sincerest thanks for, and my high preciation of, the kindness and cord

which I have met with during my stay. "From the moment of my arrival at 1 mouth, where I was welcomed by the L of Wales and your splendid Navy, I hav a succession of cheering experiences wh can never forget, and by which I have deeply touched I recognize in all I experienced a manifestation of the god entertained by my friends and allies, no towards my person, but also toward beloved land and people. I quit E therefore, with many regrets, but with feelings of satisfaction that this visit discussions which have taken place betw Ministers of both our countries had tributed to the welfare of our two nath

NOTICE.

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not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply limited. Only supplied for Cash.
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NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

X'MAS & NEW YEAR HOLIDAYS.

IN Terms of GOVERNMENT NOTIFI-CATION No. 804 of 17th December, 1909, all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on the following days:-SATURDAY, the 25th December.

MONDAY, the 27th SATURDAY, the 1st January. MONDAY, the 3rd

By Order, A. R. LOWE, Secretary. Hongkong, 21st December, 1909.

MARINE INSURANCE ASSOCIATION OF . HONGKONG.

X'MAS & NEW NEW YEAR HOLIDAYS. IN Terms of GOVERNMENT NOTIFI CATION No. 804 of 17th December, 1909, all FIRE INSURANCE OFFICES will be

CLOSED for the Transaction of PUBLIC BUSINESS on the following days:-SATURDAY, the 25th December. MONDAY, the 27th SATURDAY, the 1st January, MONDAY, the 3rd

By Order, A. R. LOWE, Secretary 1555 Hongkong, 21st December, 1909. INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

WHE Company's Steamship

KUTSANG. having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the 23rd inst. will be landed at Consigness' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD. General Managers. Hongkong, 21st December, 1909.

HONGKONG JOCKEY CLUB.

TEMBERS requiring PRIVATE STAND and STABLE ACCOMMODATION in the Jockey Club Compound are requested to apply to the undersigned. T. F. HOUGH.

Clerk of the Course. Hongkong, 15th December, 1909.

BEKANNTMACHUNG. amilichen Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton worden wahrend des Jahres 1910 im OSTASIATISCHEN LILOYD der CANTON WEEKLY News und nach Bedarf auch in der Hongkong DAILY PRESS veroffentlicht werden.

KAISERLISH DEUTSCHES KONSULAT. Canton, den 15, Dezember, 1909.

LOST.

ON HARLECH ROAD, the Peak, YOUNG ROUGH HAIRED IRISH TERRIER, Brown, wearing collar bearing neither name nor licence num ber. Finder please communicate with Peak Police Station or Office of this

Hongkong, 20th December, 1909 NOTICE.

N Terms of GOVERNMENT NOTIFI-CATION No. 804 of 17th December, 1909, the following days will be observed as BANK HOLIDAYS :-SATURDAY, 25th December.

SATURDAY, 1st January, MONDAY. Hongkong, 20th December, 1909.

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. th CHAMBER for 8 CARTRIDGES other FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co. Hongkong, 6% March 1907.

PABST

best TONIC for keeping in perfect Ith in the Tropics.

Liquid Food in predigested form the bracing, soothing and toning Highly recommended by the local profession in Cases of DEBILITY MALARIA, from OVERWORK or causes, ANÆMIA, NERVOUSNESS DYSPEPSIA. Samples on Application. ALSO JUST RECEIVED:

PABST (American) BEER, in barrels o 20 bottles. In view of the Arrival of the merican. Fleet in a few days, please order rly, as our stock is limited. SIEMSSEN & Co.,

Agents, Hongkong, 14th December, 1909.

SINGON & CO.

RON, STEEL, METAL and HARD. WARE MERCHANTS. Wholesale Rotail Ironmongers Pig Iron and pudry Coke Importers. General Store-pars and Shipchandlers. Nos. 35 & 37, Hing ONG STEERT, (2nd Street, west of Central 1553 rket) Telephone No. 515.

0.4 17.2 ADVERTISEMENT

PUBLIC COMPANY

CAMPBELL, MOORE & CO., LTD. NOTICE TO SHAREHOLDERS,

at Noon, for the purpose of receiving the CLOTHS and SERVIETTES,

Report and Statement of Accounts for the

Eighteen Months ending 30th June, 1909.

ALSO The TRANSFER BOOKS of the Company will be CLOSED from 22nd to the 29th December, both days inclusive. By Order,

F. ELLIS. General Manager. Hongkong, 15th December, 1909.

INSURANCES

NOTICE.

Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates JOHN D. HUMPHREYS & SON, Hongkong, 18th August, 1909.

NORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

Authorised Capital ... £6,000,000 Subscribed Capital ... 3,275,000 Paid-up Capital II. Fire Funds 3,204,753 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Hongkong, 14th August, 1909.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

NTOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Offices of Messrs. SHEWAN, Tomes & Co., Victoria, Hongkong on THURSDAY, the 30th day of December, 1909, at 3 o'clockin the afternoon, for the purpose of considering and if thought fit passing the Subjoined Resolution, that is to say : -That the Articles of Association of Company be altered

1, By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph at follows :-

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealf with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the member of the Class provided such agreement shall before the Special Resolution is passed be ratified by accordance with the rights of the further term of 75 years. Holders of the wheres of the Class or for the allotment of shares e edited as fully or partly paid up in astisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority or not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution as an Extraordinary Resolution has been duly given and so that the quorum of any such Meeting shall be three members as least of the Class and so that the Meeting shall be entitled in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clauses XVI. a new paragraph as follows:

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Denbenture stock of the Company or of any other Company or in any one or more of such moneys and the General Manager shall give they think expedient and in particular CANVAS BAGS, OLD INDIA BUBBER, may issue fractional Certificates and OLD LEATHERS, CARPETS, MAT. such specific assets or any part thereof &c., and may determine that cash payments specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies' Act, 1900, and the General Managers may appoint any person to sign such contract on belialf of the persons entitled to the Dividend and

such appointment shall be effective. Should the above Resolution be passed by the requisite majority it will be submitted for confirmation to a further Extraordinary General Meeting which will be subsequently convened. Dated the 21st day of December, 1909. By Order,

SHEWAN, TOMES & Co., General Managers.

AUCTIONS

PUBLIC AUCTION. THE Undersigned will Sell by Pablic Anotion.

TO-DAY (WEDNESDAY), the 22nd December, 1909, at 230 P.m., at his Sales Rooms, Duddell Street, WHITE WITNEY BLANKETS, LACE THE TWENTY-THIRD ORDINARY PILLOW CASES, TOP-SHEETS, ANNUAL MEETING of Shareholders BLEACHED SHEETING, WARP CURTAINS, HAND-EMBROIDERED in the above Company will be held at the Co.'s SHEETING, SATIN QUILTS, TRAVELL Offices, 14, Des Voux Road, Central, First LING RUGS, TOWELS and BATH SHOOT, on the 29th December (WEDNESDAY), SHEETS, DOUBLE DAMASK TABLE

> A VARIED ASSORTMENT OF X'MAS TOYS and JEWELLRY." (Snitable for X mas Presents). The above are all just unpacked. On View on Tuesday, P.M.

Terms :- As Usual, GEO. P. LAMMERT, Auctionear.

Hongkong, 17th December, 1909, [1534 PUBLIC AUCTION. THE Undersigned have received instructions

from Commander J. DA CUNHA LIMA, to Sell by Public Anotion, On THURSDAY, the 30th December, 1909, at 3 P.M., on board, as she now lies of The Hongkong and Whampoa Dock Co.'s Dock at

Hunghom, The Late Gunboat "RIO LIMA," Extreme Length 169 ft. 6 ins. Length on Water Line 150 ft. 3 ins. Extreme Breadth Displacement Draught Forward 10 ft. 0 in.

11 ft. 2 ing. ENGINES :- Compound Surface Condensing (Horizontal) by Laird Brothers, Birkenhead. BOILERS :- (2) Cylindrical, 4 years old, Working Pressure 60 lbs. per square inch. The Vessel is now open to inspection (Sunday excepted).

Inspecting Orders can be obtained from the Terms :- Cash before Delivery, 25 per cent. of the Purchase Money to be paid on the fall of the Hammer, Balance and the clearance to be effected within 7 days after the date of

Anchors and Chains to be sold with the Ship. For further particulars apply to the A Steam Launch will leave Black Pier at 2.30 P.M., to convey intending purchasers. Terms :-- As Usual

HUGHES & HOUGH, Auctionoor. Hongkong, 20th December, 1909.

PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction. On FRIDAY,

the 24th December, 1909, commencing at 11 A.M. at the Hongkong and Kowloon Godown Co.'s Godown No. 18 (Kowloon), 124 BALES RAW SILK, 114BALES WASTE SILK,

More or less damaged by water ex as, "PRINZ Ludwig." Terms :- Cash on delivery. GEO, P. LAMMERT, Hon tokong, 20th December, 1909. [1547

PUBLIC AUCTION.

Extraordinary Resolution passed at a DARTICULARS and CONDITIONS of separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of 23rd day of December, 1909, at 3 P.M., at the the Class and it shall be no objection Offices of the Public WORKS DEPARTMENT, to any such Agreement that it by Order of His Excellence THE GOVERNOR, provides for a reduction of Capital of One Lot of CROWN LAND at Tokwawan otherwise than in accordance with the comprising portions of the foreshore and sea bed, legal rights of the holders of shares of for a term of 75 years, with the option of the Class or for the payment of a renewal at a Crown Rent to be fixed by the dividend or bonus otherwise than in Surveyor of His MAJESTY THE KING, for one

PARTICULARS OF THE LOT.

No. of Sale.	Loca	Hty	Bout Measur	dary	L	Contents In 8q. feet.	Pre-
Kowlooz	Adjoining Kowicon Marine	Tokrawan.	et leet	seet.	. Y -	105,000	15,750



THE Undersigned have received instructions to Sell by Public Auction, On TUESDAY and WEDNESDAY, the 28th and 29th December, 1909, at 10 A.M., H. M. NAVAL ESTABLISHMENTS,

SUNDEY OLD AND SURPLUS NAVAL & VICTUALLING STORES, Comprising :-Surplus Naval Stores :- FIRE ENGINE, HOSES, LAMPS and LANeffect to such direction and where any TERNS, TOOLS, OLD IRON and METAL difficulty arises in regard to the ELECTRIC CABLES, SWITCHES, distribution they may settle in same as HYDRAULIC PUMP, COAL SACKS,

may fix the value for distribution of TINGS, OLD BOATS, FURNITURE, &c., and may determine that each payments shall be made to any members upon the PROVISIONS, SEAMEN'S CLOTHING, footing of the value so fixed in order BLANKETS, OFFICERS' MESS TRAPS, parties and may vest any such Table Linen), IMPLEMENTS, SEAMEN'S MESS UTENSILS, OAK STAVES, &c. &c.

Catalogues will be issued. TREMS OF SALE :- As Customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 17th December, 1909.

CRACKERS, DOLLS, STAMPS, &cc.

1259]

GRACA & CO. 27, DES VŒUX ROAD.

ENTERTAINMENT

THEATRE

TINDER the Distinguished Patronago of H. E. THE GOVERNOR.

GRAND MINSTREL PERFORMANCE.

BY THE MINISTREL TROUPE OF THE U. S. NAVY CRUISER "WEST VIRGINIA," AT THE

THEATRE ROYAL TO-NIGHT & TO-MORROW THE 22ND AND 23BD DECEMBER, AT 9 P.M.

PROCEEDS IN AID OF THE CHINESE Y. M. C. A.

TICKETS: \$3, \$2 & \$1.

BOOKING AT S. MOUTRIE & Co. Hongkong, 16th December, 1909.

THEATRE ROYAL, HONGKONG. NIGHTS ONLY COMMENCING MONDAY, DECEMBER, 27TH,

THE BANDMANN COMEDY CO.

MONDAY, 27TH, The Funniest Comedy of the Season THE EARLY WORM. 60 Laughs in 60 Minutes.

TUESDAY, 28TH. The Latest Liondon Success, THE BEST

PEOPLE. From Wyndham's Theatre, London. WEDNESDAY, 291H,

The Famous Comedy, FACING THE MUSIC.

THURSDAY, 30TH, Sir John Hare's Great Play,

PAIR OF SPECTACLES.

From the Garrick Theatre, London. BOOKING AT MOUTRE'S. PRICES AS USUAL: \$3. \$2 AND \$1. [1549

"SOLIGNUM."

perfect preservative stain for Wood. Bone and Brickwork It protects against Decay, Fungus, Dry Rot, the ravages of insects and vermin (especially the white ant) and the action of the weather. "SOLIGNUM" REALLY DOES WHAT IS CLAIMED FOR IT, as may be seen from the testimounds of the Governments of India,

the Sudan, etc. In Drams and Barrels of Various Colours. Prospectus and all further information from SIEMSSEN & Co. (Machinery Dept.), Hongkong,

Sole Agents Hongkong, 8th December, 1909.

CARTRIDGES.

BY popular English Manufacturers. 'all Bores and Sizes,

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, 87 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co Hongkong, 26th October, 1906.

"HONEYSUCKLE" HAMS AND SIDES AT 60 CENTS PER LB.

SHOULDERS AT 45 CENTS PER LB. THE -DAIRY FARM CO., LTD. TO LET

TO LET. NE SPACIOUS GODOWN, No. 125. Wanshai Road Apply to-

REUTER BRÖCKELMANN & Co. Hongkong, 20th September, 1909. [911

TO LET ODOWN, No. 4, Praya, Kennedy Town.

Apply—
THE HONGKONG LAND INVEST-MENT & AGENUY CO. LD. Hongkong, 1st December, 1909.

> STORAGE. FOR COAL, TIMBER, &C.

PNO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-

Also FOR SALE.

GEO. FENWICK & Co., LTD. Hongkong, 8th June, 1906.

TO LET.

NTOS. 52 and 69; CAINE ROAD. Apply to-

HO U MING, 81, Queen's Road Central. Hongkong, 8th December, 1909.

TO LET OR FOR SALE. DERRINGTON, PEAR ROAD, No. 8. SHORNCLIFFE, Garden Road, 7. For Particulars apply to-

C. SCHROTER. King's Buildings, IIInb., Care of Garrels, Borner & Co. Hongkong, 1st December, 1909.

TO LET. NTO. J. MORRISON HILL. Apply-MRSSES. JARDINE, MATHESON

& Co., LED.

Hongkong, 10th December, 1909. TO LET.

MODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Ting's Godowns East Point). Immediate Possessien, Rent exceptionally moderate.

Apply to-KAM FOOK No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909.

TO LET.

N No. 6, DES VŒUX ROAD CENTRAL, ONE GODOWN. In No. 5, QUEEN'S ROAD CENTRAL Victoria Bailding, Rooms suitable for Offices. ROOMS in College Chambers No. 31 Wyndham Street. DAVID SASSOON & Co., LTD.

Hongkong, 19th December, 1909. [1054 TO LET.

KING'S BUILDINGS. FFICES facing the Harbour from about October at present in occupation of

Meeses. JABDINE, MATHESON & Co., LTD. THE HONGKONG LAND INVEST MENT & AGENY CO., LD. Hongkong, 1st December, 1909.

TO LET. ATO. 2 ELLIOTT CRESCENT, ROBIN! SON BOAD, Six Roomed House, with Outhouse, Commanding a Fine View of the Harbour. Apply to-

F. X. D'ALMADA E CASTRO, Hongkong, 7th July, 1909.

TO LET. ODOWN, No. 5A, DUDDELL STREET,

Apply to-THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 1st December, 1909.

TO LET.

NJOS. 20 and 21, PRAYA, KENNEDY TOWN, Two Extensive Two-Storied Semi-Detached Godswas; Ground Surface of Cement Concrete. No. 1A, PRAYA, KENNEDY TOWN, One Extensive Two Storied Godown. All are in First-Class Condition, suitable for. storing Rice, Flour, etc. Rents moderate.

Apply to-DAVID SASSOON & Co., LD. Hongkong, 8th November, 1909.

TO LET.

NTO. 2, BEACONSFIELD ARCADE, facing the Parade Ground. Gordon & Co., known as 21, Whitefield, Shaukiwan Road. PREMISES at SHAMEEN, CANTON, now in

occupation of the Canton Kowlcon Railway. CHELTONDAL (furnished), No. 100, Peak, February to October, 1910. The EYRIE, No. 13, Peak, Six Rooms, Tonnis Court and very Large Garden.
BEACONSFIELD ARCADE, 2 Rooms on BRAND Lat Floor, well-suited for Offices.

No. 25, SHELLEY STREET (new House). GODOWNS in Duddell Street. HOUSES in BELILIOS TERRACE, ROBINSON ROAD, newly painted and colorwashed, exceptionally cheap rentals."

FOR SALE—Tor Crest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to-LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 15th December, 1909.

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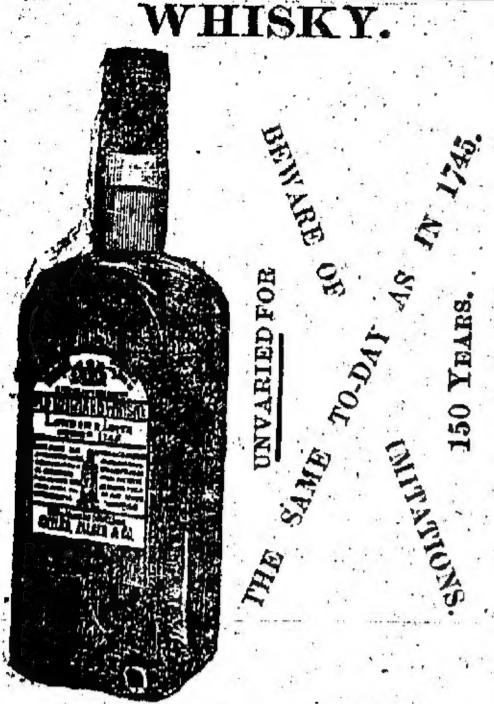
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ON SALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS. January to June 1909. With INDEX. Price \$7.50. On sale at the "Hongkong Daily Press Hongkong, 9th August, 1909.

SCIENTIFIC MISCELLANY.

ATMOSPHERE-SWEDISH BLEC TRIC IBON-THE GAS TUGBOAT-COOKING IN ALUMINUM-FRENCH PORESTRY-SWED. BNS FUEL-AN AUSTRIAN FIRE ENGINE METAL HARDNESS IN COLD-A NEW ITCH.

India was curiously revealed by the pendulum adme years ago, late observations having confirmed the discovery. The pendulum, as is well known, is deflected from the vertical by mountains, and in 1902 Col. Burrard, travelling southward, found that the northward deviation gradually diminished, then was followed by a deviation southward, that increased, reached a maximum, diminished, and was at last succeeded by a new deflection to the north. These observations, on the vast plain of northern India, could be explained only by assuming the presence of dense rooks where had once been a mountain range parallel to the Himalayas and 250 to 350 miles farther south. Since 1904 the pendulum has been taken along two lines perpendicular to the axis of the Himalayas -extending from Chaira, to Sandakphu and Amritear to Multan-and these observations show that the deflection 250 miles south of the Himalayas may be due to a buried range, although some effect must be attributed to the deep depression between this place and the Himalayas.

Balloon soundings have gradually separated the air into two layers so distinct as to form really two atmospheres. The lower, up to eight or ten miles, grows colder with height, in the region of clouds and weather disturbances, contains two thirds or three-fourths of the oxygen and nitrogen, still more of the carbonic soid gas, and practically all of the water vapour. The upper layer, dry and calm, floating on the lower much like oil on water, has a temperature that is fairly uniform or rises with increase in height from the earth.

Elebtric smelting has made such progress in Sweden that a ten of pig-iron produced by electric energy from natural water-power is estimated to cost about three-fifths as much as the charcoal for a ton in the ordinary Swedish furnace. The life of the electric oven is longer than that of the blast furnace, and the iron produced is of excellent quality.

The new suction-gas tugboat that has been. tried this season promises relief from the smoke nuisance along the Rhine. Between Mayence and Cologne the dense clouds from continually pessing tugboats have been a source of great annoyance, and have been ruining fine residences and valuable vineyards slong the banks of the river. The Knipscheer II. the first of the new type of boats, has successfully stemmed the strong current with cargoes of 350 tons in tow, proving very economical as well as smokeless. The lignite or brown coal used is mined in the Rhine provinces and supplied at very low neck," I suggested, "not much! Stay with it! cost, and is fed into the producers by a simple | And again we made a protesting, ignominious automatic arrangement, with a great saving in rope still untired, and still apparently revelling labour. The cost of fuel for the gas engines is in the ease with which he could drag mere man found to be from 50 to 70 per cent. less than | in the dust: "Why?" he was probably asking that for the steam tugs now used.

To determine the possible contamination of and sour milk, wines, mineral waters and ten per cent solutions of salts in common use. The boiling continued half an hour, and the foil showed no appreciable loss of weight from the and still up, and the fore feet with it, striking action of sweet milk, red and white wine, sodium chloride, sodium nitrate, potassium iodide, potassium sulphate and calcium nitrate. The sour milk produced some loss of metal. The mineral waters; however, attacked the aluminum energetically, and the sodium bicarbonate, calcium sulphate and magnesium sulphate solutions also had strong action.

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Which meets your special need? Each suits the climate.

A little more than a century ago, 2,500,000 nores in the Landes, France, were shifting sand dunes and disease-breeding marshes. The planting of pines has changed this to one of the most productive and healthful in France, but it was an easy matter to hold him now, Great forests have taken the place of the sand dunes and marshes, and the wood, charcoal.

turpentine, rosin and other industries have brought prosperity to what was the most desolate region in the country. Forests now cover The site of a vanished mountain range in 18 per cent. of France or 23,500,000 acres, cost annually 95 cents an agre, and yield a yearly income of \$5,000,000.

> The bogs of Sweden, it is now estimated, would yield 10,000 million tons of air-dried peat. Compared with present coal imports, this would supply the country with fuel for 1,500 years.

A new electric fire-pump for the town of Waidhofen-on-Ips, built by the manager of the municipal electric station, is designed to throw more than 100 gallons of water through two lines of hose to a distance of 125 feet. pump, motor and accessories are mounted on a four-whool horse-drawn car, and room is provided for seating four men in front and giving standing space to three in the rear. A ten horse-power 150-volt three-phase motor drives the pump. The motor on reaching a fire is connected to the electric mains by plug contacts or by hook couplings, and, as several hundred yards of cable can be carried, the nump can be operated in almost any place desired. In a recent test a stream was being thrown to a saidle. A turn of the wrist and the horse's height of 60 yards in a minute and a half after arrival. The advantages claimed included increased rapidity in getting into working order; reduced first cost, weight and space requirement; increased simplicity; and safety in operation; and reduction in wear, tear and cost of operation. For a fire-extinguisher for factories, theatres, farms, etc., the same type of engine will be mounted on a two-wheeled barrow, to be used by one man.

In testing the effect of cold on hardness, F. Robin has tried bars of metals two inches long and one inch square, upon which a falling ball gave a blow of three tons. Three freezing mixtures were used-ice and calcium chloride producing a temperature of 4 deg. F. below zero; carbon dioxide snow and 95 per cent. alcohol, 112 deg.; and liquid oxygen and a very large proportion of nitrogen, 300 deg. below. Ordinary steel was greatly hardened in liquid air, the increase beginning suddenly at 112 deg. below zero. Chrome steel, tungaten steel vanadium seel, molybdenum steel and rapidoutting steel were but slightly hardened by the greatest cold. Quenched steels showed considerable change. Cast antimony was made much harder, but aluminum, copper, lead, tin and nickel were little affected.

Cement-makers' itch, one of the latest diseases due to occupation, is an intense itching resembling true itch, but, instead of being caused by a parasite, it results from some chemical or mechanical action on the skin not yet.

"THE BRONCHO BUSTER," (BY THE HORSE'S OWNER)

Streaming with perspiration, half-blinded by dust, and clinging with numbed but tenscious fingers to the end of a hard twist rope, we were dragged round the corral for the second time. Let go," gasped my partner, "wo shall have to sunb him to the fence." "And break his himself, "why did his brothren capitulate to such feeble antagonists?"

But the "feeble antagonists" were fortified by the anger of humiliation, and for a brief foods by aluminum kitchen utensils, a German moment held their captive with legs spread chemist has boiled aluminum foil in fresh wide, nostrils distended and head held obstinately low. We breathed again, and my partner commenced to work his way gingerly up the rope towards the horse's head in approved fashion. In a fissh it went upfrenziedly at the air, and descending with a thud of obstinate defiance. Then, as though some fresh caprice had seized on its equine imagination, the horse turned, pirouetting on its hind legs like a ballet dancer, and dashed madly up the centre of the corral, leaving us seated in the dust. It was at this unfortunate moment that I became aware of our audience .: He sat perched on the topmost rail of the corral in a blue shirt and tattered Angora chaparejos, smoking a cigarette and not even miling. I nodded. So did he, and we adjourned to our 15 by 20 house.

In Europe our home would have been called a hut, a hovel, or a shanty, In the United States, a shack, a cabin, or a leanto; in the Canadian West it was as I have said a house Our guest spoke twice during the meal-a fair average of table conversation for the Westerner-then we returned to the corral. The roan was amusing himself by trailing the hard twist rope at a gentle trot until it touched his heels, and then stopping to kick it

said the visitor, in a weary drawl, 'you want this plug broke, don't you!" We. admitted that such had been our intention, though he might not have thought it from our efforts. "Waal, I'll fix him," he said slowly, and without the least assumption "you go and sit down some place." He stopped deisurely, and picked up the rope's end, carrying it round to the small of his back with his right hand, and grasping it firmly in front of him with the left. Then he braced his short, fur-clad legs and waited to be jerked into the dust. But there was a vital error somewhere in our calculations. The jerk came, but the man stood firm, and the horse swung involuntarily round to face his adversary. He, too, seemed to doubt the evidence of his eyes the thing was so obviously impossible. But again and again it was repeated, the frightened rush to right or left always ending in a sudden check and turn, so that man faced horse.

Presently, hand over hand, without haste or hesitation, the man felt his way up the rope towards the horse's head, and with secret satisfaction we watched the

satisfaction we watched the roan answer these tactics as he had our own, rearing, striking with his fore feet, and descending with legs as granito pillars. But the man had given no rope, and now he was halfway to the horse's head, clear by perhaps a yard of the heating hoofs and crooning some horse language in a low, persuasive undertone. The animal stood stock still, reemingly to listen, with ears pricked and legs set wide, while the man's hand crept out and touched its nose, stroking it gently with a fincer two stroking it gently with a finger, two fingers, the palm of the hand, finally working up to the side of the head to the tight-drawn noose about the neck, for all the world as one would tickle a trout. Very gingerly this was

loosened, the slack rope formed into a loop passed through it and over the animal's nose. And so, for the first time in his life, Mr. Roan folt the unwelcome pressure of a head halter. He did his best to show his disapproval,

and to pull him first this way, then that, protesting every foot of lost ground, but always forced to concede it at last. The patience of the man was inexhaustible. the end of a full half hour's apparently fruitless "pulling," with slow movement and unruffled brow he would again feel his way along the rope to soothe the frenzied animal with

murmured encouragement and gentle strokings. The end came suddenly, as it often does. In answer to a more than usually severe pull, the horse advanced two steps, and took three more of its own accord. It had discovered that by this means it could not only slacken the pressure of the rope on its nose but apparently satisfy the detestable little man with the furry legs, for he promptly turned a nonchalant back, and strode round and round the corral, with the horse following like 'a dog. "Get my saddle," he said, as he passed us. But the roan found it necessary to draw the line somewhere. The halter, though undesirable, had been bearable, but for an ungainly structure of leather to be strapped to one's

back, converting one's grace of line into the

humped ugliness of a dromedary, was sheer insult. He reared and struck, snorted and kicked. Very well. The detestable little man seemed equally content. He snubbed the rope to corral post, felt his way along it, and after rubbing the bridle over the animal's face, slipped the bit between its teeth. Then fore feet were in the moose, A quick jerk and they were drawn together so that he stood, swaying perilously. In a twinkling the rawhide was anubbed to the fence, the saddle clinched into position, and the roan

stood tasting for the first time the vile discomfort of a tightly-backled girth. He shook his mane defiantly, beat the air with his trussed fore legs, and finally resorted to the buck "-ducking his head, hunching his back, and leaping into the air. Twice this was repeated, and then, oh, ignominy! the detestable little man's puny weight was thrown on the rawhide rope, and the roan landed

sprawling in the dust. By the time he had serambled to his feet the halter rope was slipped from about his neck, and the man was in the saddle. For a full minute the horse stood, sulkily digesting this surprising condition of affairs. The weight of him was a mere nothing, neither did his furry legs press undaly, what more simple than to throw im from the leather hamp and trample him in the dust? But at the first "buck" something pricked the horse's ribs; at the second the process was repeated, and at the third a black felt hat descended and "dusted" him from ear to tail. Round and round the corral they sped. The horse "buck-ing," twisting, and squealing with rage; the man shaken and jolted like a rag doll, yet whooping triumphantly. When the horse had bucked" himself out, and settled into a steady. obedient gallop, the man drew rein, slid off over his flank, and came towards us with the colling, handy-legged gait of the born rider Got any had horses? he inquired.

THE ROYAL COLONIAL INSTITUTE. NEW MONTHLY REVIEW.

In connection with the efforts which are being made to "energise" the Royal Colonial Institute, it has been decided that an up-to-date Review or Magazine would be one of the most effective means of widehing the Institute's sphere of influence and increasing its popularity and neefulness. Accordingly, the existing Journal (which it has been customary to publish only during the lecture session, i.e., during eight months in the year) together with the Annual Volume of Proceedings, will be discontinued, and replaced from January 1, 1910, by a monthly Review, under the title "United Empire"-the motto of the Institute. The new Review will be considerably large in size than the old Journal, and will endeavour as far as space permits to cover the whole field of Imperial activities. It will include editoral notes dealing with current questions of interest, papers by Fellows of the Institute, notes from the overseas Honorary Corresponding Secretaries, and a monthly record of notes and news covering not only the British Empire, but the Colonial possessions of other Powers. "United Empire" will be edited by Mr. Archibald R. Colquhoun, who has long been an active member of the Royal Colonial Institute. It will be supplied free to Fellows, and will be published to non-Fellows by Sir Isaac Pitman and Sone at the price of one



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21st Dec.-Shanghai 18th Dec. FRANKLYN, British str., 3,161, W. H. Splatt, 21st Dec.—Philadelphia via Durban 20th Nov., Case Oil-Standard Oil Co. HAIMUN, British str., 636, J. W. Evans, 21st

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Teakwood-Butterfield & Swire. Krang Ping, Chinese str., 1,222, Udden, 21st Dec.—Chinkiang 15th Dec., General— KUEICHOW, British str., 1,240, W. B. Brown,

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CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 21st December. 'Asconia, Gorman str., for Canton. Franklyn, British str., for Shanghai. Hirano Maru, Jap. str., for Singapore.

Hong Wan I, German str., for Amoy. Kinng Ping, Chinese str., for Canton. Kucichow, British str., for Canton. Singan, British str., for Hoihow. Soshu Maru, Japanese str., for Swatew. Tjibodas, Dutch str., for Yokohama. DEPARTURES. 21st December.

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PERSEUS, British str., for Amoy. SHANSI, British str., for Shanghai. Synia, British str., for Shanghai. THAN, British str., for Manila. TONKIN, French str., for Europe.

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E. A. HEWETT. Superintendent. Hongkong, 13th December, 1909.

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1. From Green Island to the Harbour Master's	1-13 July 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				The state of the s	
DESTINATION.	VESSEL'S NAMES.	flag & Rig.	BEHTH.	CAPTAIN.	FOR FRHIGHT APPLY TO	TO BE DESPATCHED.
	Destar	Brit. str		B. W. H. Snow	P. & C. S. N. Co	On 25th inst., a Noon.
DON, &C., VIA USUAL POETS OF CALL	DENBIGHSHIRE	Brit. str.	_	minimate and the second	JARETHE, MATHESON & Co., LD	About 26th inst
DON & ANTWERP VIA SINGAPORE, &C	PALAWAN	Brit. str			P. & O. S. N. Co	About 29th inst.
TOON ROTTERDAM & AMSTERDAM	UABDIGANSHIRE	Brit. str		and the second s	JARDINE, MATHEBON & Co., LD	
TERDAM HAMRURG & ANTWERP. &C.	BRISGAVIA	Ger. str	- 3		HAMBURG-AMERIKA LINIE	On 5th Jan. On 5th Jan.
TOTE & TAMBURG WA STRAITS, AC	SENEGAMBIA	Cror. Bir.			HAMBURG-AMERIKA LINIE	On 15th Jan.
TOT DEEMEN & HAMRIIRG, &c.	ECANDIA 198 199	Gwod atu	k. w.		MELCHERS & Co	Middle of Febr.
THE PORTS	ANDIEN	IN IDMORT PETALS			MESSAGERIES MARITIMES	On 3rd Jan., at 1 P.M.
RSEILLES, &c., VIA PORTS OF CALL	C TARGO MARIT	Jap. str.	-		NIPPON YUSEN KAISHA	On 5th Jan., at D'ight
RSEILLES, BREMEN & HAMBURG	SUEVIA	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	On 29th inst.
RSEILLES, HAVRE, COPENHAGEN, &c.	CANTON	Dan. str	1.0	/2.00	MELCHERS & Co	About 5th Jan.
REFLIES, LONDON & ANTWERP VIA SINGAPORE,	C. KAMO MARU	Jap. str			NIPPON YUSEN KAISHA	On 19th Jan., at D'ligh
RSETLIES ROTTERDAM & HAMBURG	CC CITHONIA 100 W	Ger. str.	k. w,	and the contract of the contra	HAMBURG-AMERIKA LINIE	On 20th Jan. About 25th Jan.
RSETLLES LONDON & ANTWERP	PEMBROKERRIEE	Brit. str.	2.6		JARDINE, MATHESON, & Co., LD.	On 29th inst, at Noon.
PILES, GENOA, ALGIEES, GIBRALTAB, &C.	GORBEN	Ger. str			SANDER, WIELER & Co.	On 28th inst., P.M.
IESTE, &c., VIA SINGAPORE, &c	" E' E EEKDIMEND	Aus. str			DODWELL & Co., LD.	
W YORK	SHINOSA	Brit. str			DODWELL & Co., LTD	
W YORK	BEAEMAR				HAMBURG-AMERIKA LINIE .	On 19th Jan.
W YORK	Parpress of Tipin	Brit. str.	40 344		CANADIAN PACIFIC R. Co	On 1st Jan, at 7 A.M.
NCOUVER VIA SHANGHAI, JAPAN, &C. NCOUVER, B.C., TACOMA & SEATLLE VIA JAP.	IN ATMERIC	Brit. str.	1	J. Boyd	DODWELL & Co., LTD	To-day.
COUVER, B.C., TACOMA & BEATLLE VIA JAPAN PORTS	AYMERIC	Brit str.		100 ' 100 - 000 " 000 - 100 - 100	CANADIAN PACIFIC R. Co	To-day.
COUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit, str	1 m.		CANADIAN PACIFIC R. Co	On 15th Feb., at Noor
PODTA DO SERATUTE SO	INABA BLAKU	THE CHEST OF THE ! 44	-		NIPPON YUSEN KAISHA	1 0 1011 2
TORTA RC & STATTLE &C	NIKKO MARU	Jap. str.	/ 1 · · · · · · · · · · · · · · · · · ·		NIPPON YUSEN KAISHA	On 19th Jan. On 21st Jan., at Noon
TONTA TYPE TAPAN	PARTICIPATION PROPERTY AND ADDRESS OF THE PARTICIPATION OF THE PARTICIPA	to la combo mere to			OBARA SHOSEN KAISHA	On 26th Feb., at Noo
LAO, IQUIQUE, &C., VIA JAPAN POETS, &C.	THE DEALLY	Jap. atr.			NIPPON YUSEN KAISHA	O DAIS A LINE
TRALIAN PORTS VIA MANILA	TO BUMANO MARU	Jap. str		The state of the s	MELCHERS & Co	1 A 74 1 1 2 2 TO 11:
TRALIAN PORTS VIA MANILA	PRINZ SIGIBMUND	Brit str.	4 4 5 5 6		BUTTERFIELD & SWIBE	0 00 7 1 4
TRALIAN PORTS VIA MANILA	CHANGSHA	-		T. Sekine	NIPPON YUSEN KAISHA	
TRALIAN PORTS VIA MANILA	AKI MARU			K. Sato	NIPPON YUSEN KAISHA	On 24th inst., A.M.
II, KOBE & YOKOHAMA				H. Raegener	MELCHERS & CO	About 8th Jan.
COHAMA AND KOBE	TAMBA MARU			C. H. Builer	NIPPON YUSEN KAISHA	On 24th inst., at 5 P.
BE & YOKOHAMA		Jap. str.	-	Wm. Thompsen	NIPPON YUSEN KAISHA	On 14th Jan., at Noo
ASAKI, KOBE & YOKOHAMA		Jap. str.	_		NIPPON YUSEN KAISHA	
PAN	TJIBODAS	Dut. str		Zwart	JAVA-CHINA-JAPAN LIJN	Quick despatch.
IHATWEI, CHEFOO & CHINWANTAO	CHIPSHING	Brit. Btr		F. Mooney	JARDINE, MATHESON & Co., LD	To-day, at 4 P.M.
ANGHAI VIA NINGPO		Brit. str		M. Courtley	JARDINE, MATHESON & Co., LD	
ANGHAT MOIT KOBE & YOKUHAMA	SUMATRA			C. J. Benton, R.N.E.	P. & O. S. N. Co OBAKA SHOSEN KAISHA	
ANGHAT VIA SWATOW, AMOX & FUUULK	MA CHORHON TRIVER	Jap. str.	No. of the contract of the con	Martin	MESSAGERIES MARITIMES	
ANGHAI, KOBE & YOKOHAMA	INEEA	Pronatr.		Williams	BUTTERFIELD & SWIRE	
ANGHAI.	LI LINAN .c . bis bes	But of			P. & O. S. N. Co	
ANGHAI.	DELHI	Brit. str.		Bradlev	JARDINE, MATHESON & Co., LA	On 24th inst., at 3 P.
ANGHAI, YOKOHAMA, KOBE & MOJI	LIENSHING	_ / 1/11/0-17/44/	ALC: E	Wright an and	. Jardine, Matheson & Co., Li	On 25th inst, at D'u
NGHAI	Clerywood .	Brit. str.	3.1 m.	100 200 1014 BIR 100 1	BUTTERFIELD & SWIRE	On Zoth inst, at Di
ANGHAI, NAGASAKI, KOBE & YOKOHA	MA DEREFLINGER	Ger. str.		G. Meiners.	MELCHERS & Co	About 29th inst.
ANGHAI	CHENAN	Brit. str.			BUTTERFIELD AND SWIRE	
ANGHAI	A	Brit. str.			BUTTERFIELD & SWIRE	On 2nd Jan., at D'lig On 4th Jan.
ANGHAI, MOJI & KOBE		Jap. str.			NIPPON YUSEN KAISHA	On 5th Jan.
ANGHAI KOBE & YOKOHAMA	BRASILIA	Ger. str.		Schwinghammer	HAMBURG-AMERIKA LINIE HAMBURG-AMERIKA LINIE	On 15th Jan.
NGHAI, KOBE & YOKOHAMA	SEGOVIA	Ger. str.		Bachs ,	36	On 17th Jan.
INGHAI, YOKOHAMA & KUBE	Endien	Dan. str.		Juriaanse	Time Streets Times Treet	Quick despatch.
NGHAT	TJILIWONG			P. D. 100 100 110 110 110	December to to Owner	On 24th inst., at 4 P
GPO & SHANGHAI	PAOTING	Brit. str.	and the second second second	arr arr 181 181 181	BUTTERFIELD & SWIRE	On 24th inst., at 4 P
WESTER A 1824 I. 1911 . 1911				K. Sugi	OSAKA SHOSEN KAISHA	To-day, at 8 A.M.
STATES WELL STONE A THOUGH BY A MILES AND SHEET OF THE	41.				MELCHERB & CO	
CAO, SHANGHAI, YUKUHAMA & MUDI	20 Mint			S. Atenni	OSAKA SHOBEN KAISHA	
CAO (Dipper)	THE PARTY OF THE P	Jap. str.	-	Y. Kaburaki	OSAKA BHOSEN KAISHA	
MSUI VIA SWATOW & AMOY	HAIMUN	Brit. str.	2 h.	Evans	DOUGLAS LAPRAIR & Co	
ATOW "FOOCHOW" "" ""	HAIYANG			Hodgins	DOUGLAS LAPRAIR & Co DOUGLAS LAPRAIR & Co	
ATOW, AMOY & FOOCHOW	HAICHING	Brit. str.		W. C. Passmore	BUTTELFIELD & SWIRE	
	SINGAN	Brit. str.	**	R. W. Almonn	SHEWAN, TOMES & CO	On 24th inst, at 3
NILA	RUBI	Brit. str.	4	S. J. Payne	JARDINE, MATHESON & Co., L	D On 24th inst., at
NILA	LOONGSANG	Brit. str.		Pennefather	BUTTERFIELD & SWIBE.	On 28th inst., at 3 1
NILA	TAMING	Brit. str.	100	P. H. Rolfe	JARDINE, MATHESON & Co., L	D. On 31st inst., at 41
NILA	YUENBANG	Brit. etr.	4 4 7 4	R. Bodger	SHEWAN, TOMES & Co	On 1st Jan., at Noo
NITT.A	ZAFIRO III	Reit gir	74 7 4 4	Mathias	BUTTERFIELD & SWIRE	To-morrow, at 4 P.
BU & ILOILO	BORNEO	Ger. str.		F Sembill	MELCHERS & Co	To-morrow, at 5 P.B
DAT & SANDAKAN	TARABARI MARU	Jap. str.		A Mocker	NIPPON YUSEN KAISHA	On 28th inst. at 4
MRAY VIA SINGAPORE & COLUMBO	CHANGLEG	Brit. str.	. I m.	Comon	TARRYSON MATRESON & CO., L	D Un Zoin May, at 4
TTO A TO A TO A	CATHERINE APCA	R Brit. str.	101	G. F. Hudson	DAVID SASSOON & CO., LTD.	On 31st inst., at No
STOLADODE DEVIANDE EALCUITANO SO	NAMESANG	Drit, Bur,		M. B. Leke in	JARDINE, MATHEBON & CO., I	Lp. On 5th Jan. at No
NGAPORE, PENANG & CAUCULTA,	KIMMANG	Brit, Bur.	101	T Warman	BUTTERFIELD & SWIBE	To-day, at Noon.
NGAPORE, PENANG & CALLOUIST	CHINTS	Brit. Bur.	10	Rossman	JAVA-CHINA-JAPAN LIJN	Quick despatch.
NGAPORE, BATAVIA, SAMARANG & SOUBABA TAVIA, CHERIBON, SAMARANG, &c	700	The state of the s		I AMBRICANIA SANCE AND .	AND REAL OF THE PARTY OF THE PARTY OF THE PARTY AND THE PA	

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER. B.C.. TACOMA & SEATTLE

MOJI, KOBE AND YOKOHAMA.

L		7 1 N.		Alle San Control of the Control of t
	Steamer.	Tons.	Captain.	Sailing Date.
	AYMERIC OCEANO	4,363 6,232 4,657 6,232 4,363	J. Boyd	On 22nd December. On 13th January, 1910. On 10th February. On 10th March. On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS. 8

Hongkong, 8th December, 1909. LLOYD. BREMEN NORDDEUTSCHER IMPERIAL GERMAN MAIL LINES.

Market Comments			
FOR		STRAMERS	TO SAIL
		"BORNEO"	(Thursday, 23rd
KUDAT & SAND	AKAN	. Capt. F. SEMBILL	Dec, at 5 P.M.
	OA, ALGIERS, SOUTHAMPTON, HAMBURG	"GOEBEN" - Capt. B. WILHELMI	(Wed'day, 29th Dec., at Noon
	GASAKI, KOBET	"DERFFLINGER" Capt. G. MEINERS	About Wed'day, 29th December.
MANILA, YAP, BRISBANE, MELBOURNE	NEWGUINEA, SYDNEY and	"PRINZ SIGISMUND" Capt. D. LENZ	{ Friday, 31st Dec., at D'light
YOKOHAMA &	KOBE}	"COBLENZ" Capt. H. RAEGENEE	(About Saturday, 8th January.

NORDDEUTSCHER LLOYD. MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA. Hongkong, 20th December, 1909.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
HARMONING AN TABAR POLICE TABLE	"ATTAN LINE" FRIDAY, 28th Jan.
"EMPRESS OF CHINA" SAT., 29th Jan.	"EMPRESS OF IRELAND "Fri., 25th Feb.
AND	
A STATE OF AN ASTROY A P COM PAGE DAN	LA PENINGKON CONTRACTOR ESTE SOOT MARE
THE THE TOTAL COLUMN THE TOTAL PARTY WAS A MADE TO THE	I TO NOT THE PROPERTY OF THE P
"EMPRESS OF CHINA" BAT., ZOTCAPTIL	"EMPRESS OF IRELAND"Far., 20th May

Steamships leave HONGKONG at 7 A.M. " Empress " at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Sr. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tens register, thus providing a comfortable and speedy through route to

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers and 1st Class Bailway ...

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

BPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

STEAMERS STEAMERS	TOBAIL.
SHANGHAI, KOBE & "NERA" Capt. Martin "POLYNESIEN"	On 3rd Jan., P.M. On 4th Jan.,
MARSETLLES TIA PORTS Capt. Bros	1 P.M. {On 17th Jan., P.
YOKOHAMA Capt. Bourge	On 18th Jan.,
*MARSEILLES, VIA PORTS Capt. Sellier	1 r.m.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 22nd December, 1909.

P. THOMAS, AGENT, Queen's Building.

VESSELS ON THE BERTH

SERVICE STEAMSHIP REGULAR (WITH LIBERTY TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK, "SHIMOSA"... "BRAEMAR" ... 28th Dec. "WRAY CASTLE" ... 4th Jan. For Freight and further information, apply to DODWELL & Co., LTD.,

Agents. Hengkeng, 18th December, 1909. [1389-1495-1540



AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, BUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILS, to South Africa, Persian Gulf, Red SEA, BLACK SEA, VENICE LEVANT, and ADRIATIC PORTS).

THE Company's Steamship

E. FRANZ FERDINAND," Captain E. Nitsche, will be despatched as above on TUESDAY, the 28th inst., P.M. This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to

SANDER, WIELER & Co., Princes Buildings. Hengkeng 15th Decembe, 1909.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

HE Steamship

AYMERIC."

FROM HONGKONG, ON WEDNESDAY, 22ND DECEMBER. FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the SUVERIC ... 13th January, 1910. OCEANO . 10th February,

KUMERIC ... 10th March, Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies, For further information regarding rates of

freight, etc., apply to CANADIAN PACIFIC RAILWAY, Co. Hongkong.

Hongkong, 9th December, 1909.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

HE Steamship

"CATHERINE APCAR," Captain G. F. Hudson, will be despatched for the above Ports on FRIDAY, the 24th inst., at Noon. For Freight or Passage, apply to DAVID SASSOON & Co., LTD.,

Hongkong, 17th December, 1909. | 1533

"SHIRE" LINE OF STEAMERS, LTD FOR MARSEILLES LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE," Captain R. Hayes, will be despatched as above about the 25th January. For Freight, or Passage, apply to— JARDINE, MATHESON & Co., LD.,

Hongkong 13th December, 1909. SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

HE Steamship "DENBIGHSHIRE," Captain W. Barrett, will be despatched as ...

above on or about 26th December. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Agents. Horgkong, 30th November, 1909.

'SHIRE" LINE OF STEAMERS,

LIMITED. FOR LONDON, ROTTERDAM AND AMSTERDAM.

"CARDIGANSHIRE, Captain W. O. Tyers, will be despatched as above about the 19th January. . For Further Particular, apply to JARDINE, MATHESON, & Co., LTD., Hongkong, 13th December, 1909. . . 151

COMMONSENSE in a NUTSHELL A new medical work on the causes & most scientific & effectual means of self-cure ever discovered for se effectual means of self-cure ever discovered for nervous & functional debility, depression of spirits, &c., with practical observations on marriage and full directions for removing certain disqualifications that destroy the happiness of wedded life. It also treats on urinary derangements, discharges, blood poison, secondary symptoms, stricture, &c., and no sufferer & should fail to procure a copy post free in plain scaled envelope for P.O. sixpence from Mr. Laws, Medical Publisher, 62, Welsley Road, Gospel Oak, London.

PENINSULAR

STEAM NAVIGATION COMPANY.

	FOR STHAMERS TO SAIL REMARKS	
, j	BHANGHAI {DELHI	
	LONDON VIA USUAL PORTS DELTA	
	LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO, PORT Capt. C. R. Longdon, B.N.R., About 29th Passage. Capt. C. R. Longdon, B.N.R., BAID and MARSEILLES	
	SHANGHAI MOJI, KOBE SUMTRA	

E. A. HEWETT, Superintendent.

Hongkong, 22nd December, 1909.

with Transhipment for TASMANIA

Hongkong, 22nd December, 1909

Hongkong, 22nd December, 1909.

For further Particulars, apply to

FOR	DADA MENDO	On 22nd Dec., 9 A.M.
HOIHOW and HAIPHONG SAMA-	"CHIHLI"	On 22nd Dec., Noon
CEBU and ILOILO.	"KAIFONG"	On 22nd Dec., 4 P.M. On 23rd Dec., 4 P.M.
CHINKIANG	"PAUTING	On 23rd Dec., 4 P.M.
NINGPO and SHANGHAI SHANGHAI	. " KALNUMU III	On 24th Dec., 4 P.N. On 26th Dec., D'light
MANILA	. TALLING ASSESSED	On 28th Dec., 3 P.M.
SHANGHAI	"ANHUI"	On 2nd Jan, D'light
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK.	Programme transfer to	
COUNTY OATDNS TOWNS.	The state of the s	On 8th Jan., 4 P.M.
VILLE, BRISBANE, SYDNEY	OHANGOHA	

NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Faus in the Staterooms and Dining Salcon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUL" "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Salcon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtaze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. TELEPHONE 36. FARE, \$45 SINGLE and \$80 RETURN. BUTTERFIELD & SWIRE, For Freight or Passage apply to-

AGENTS.

GENERAL MANAGERS. [16]

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) ***BEAMERS** **CHOYSANG*** **CHOYSANG*** **Friday, 22nd Dec., 4 P.M. **SH'HAI, YOKOHAMA, KOBE & MOJI.** **KUTSANG*** **Friday, 24th Dec., 4 P.M. **MANILA.** **SOURABAYA.** **CHUNSANG*** **CHUNSANG*** **Triday, 23th Dec., 4 P.M. **MANILA.** **YUENSANG*** **Friday, 31st Dec., 4 P.M. **SINGAPORE, PENANG & CALCUTTA** **NAMSANG*** **Friday, 31st Dec., Noon. **SINGAPORE, PENANG & CALCUTTA** **RUMSANG*** **Wed'day, 5th Jan., Noon. **RETURN TOURS TO JAPAN.			
† SHANGHAI VIA NINGPO "CHOYSANG" Wed'day, 22nd Dec., 4 P.M. "SH'HAI, YOKOHAMA, KOBE & MOJI "KUTSANG" Friday, 24th Dec., 3 P.M. "LIENSHING" Saturday, 25th Dec., 4 P.M. "CHUNSANG" Tuesday, 25th Dec., 4 P.M. "MANILA "YUENSANG" Friday, 31st Dec., 4 P.M. † SINGAPORE, PENANG & CALCUTTA "NAMSANG" Friday, 31st Dec., Noon. "SINGAPORE, PENANG & CALCUTTA "KUMSANG" Wed'day, 5th Jan., Noon. RETURN TOURS TO JAPAN.	4	PROTECTION CATTANCE PROM HONGKONG (SUBJECT TO ALTERATION.)	
+ SHANGHAI VIA NINGPO "SH'HAI, YOKOHAMA, KOBE & MOJI "KUTSANG" Friday, 24th Dec., 4 P.M. "LICANGRANG" Friday, 24th Dec., 4 P.M. "LICANGRANG" Friday, 25th Dec., 4 P.M. "SOURABAYA "CHUNSANG" Tuesday, 28th Dec., 4 P.M. "MANILA "YUENSANG" Friday, 31st Dec., 4 P.M. + SINGAPORE, PENANG & CALCUTTA" NAMSANG" Friday, 31st Dec., 1 P.M. "SINGAPORE, PENANG & CALCUTTA "KUMSANG" Wed'day, 5th Jan., Noon. RETURN TOURS TO JAPAN.		NTDAM BEE	
**SH'HAI. YOKOHAMA, KOBE & MOJI. "KUTSANG" Friday, 24th Dec., 4 P.M. **LIENSHING" Saturday, 25th Dec., 4 P.M. **SOURABAYA		"CHOYSANG" Wed'day, 22nd Dec., 4 P.M.	
SOURABAYA		TOTAL WOLLOW AMA WOLL "KUTSANG" Friday, 24th Dec., 5 P.M.	
**SOURABAYA		MANITA Zath Dec., 4 P.M.	m
* MANILA		SOURABAYA "CHUNSANG" Tuesday. 28th Dec. 4 P.M.	
+ SINGAPORE, PENANG & CALCUTTA" NAMSANG" Friday, 31st Dec., NoonSINGAPORE, PENANG & CALCUTTA "KUMSANG" Wed'day, 5th Jan., Noon. RETURN TOURS TO JAPAN.			
"SINGAPORE, PENANG & CALCUTTA "KUMSANG" Wed'day, 5th Jan., Noon. RETURN TOURS TO JAPAN.		+ BINGAPORE.PENANG & CALCUTTA" NAMSANG" Friday, 31st Dec., Noon.	
		"SINGAPORE, PENANG & CALCUTTA "KUMSANG" Wed'day, 5th Jan., Noon.	
		RETURN TOURS TO JAPAN.	
		OCCUPYING 24 DAYS.	
The Steamore "Kursawa" "Nameawa" and "Fooksawa" loops shout owner I weeks		The Steamers "Kutsang," "Namsang " and "Fooksang " leave about every 3 weeks for	ł,

Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. * Steamers have superior accommodation for First Class Passengers and are fitted throughout

ith Electric Light. † Taking Cargo on through Bills of Lading to Yangteze Ports, Chefoo, Tientsin & Newchwang. Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

DOUGLAS STEAMSHIP LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS -LEAVING. "HAIMUN." (WED'DAY, 22nd Dec., SWATOW Capt. Evans at 10 A.M. "HAIYANG" SWATOW, AMOY and (THURSDAY, 23rd Dec., Capt. A. E. Hodgins FOOCHOW. at Il A.M. SWATOW, AMOY and HAICHING" TUESDAY, 28th Dec. Capt. W. C. Passmore FOOCHOW. at 10 A.M. FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL

ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS. Hongkong, 22nd December, 1909.

EAST ASIATIC CO.. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK

SWEDISH EAST ASIATICC., LD

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

		SORPECT	TO ALTERAT	ION.		r t terr
	DESTINATION		STEAMERS	THE STATE OF	DATE OF	BALLING.
TAKA	O, SHANGHAI, YOKO	HAMA and Ko	BE "SIAM"			
GEN	EILLES, HAVRE, GOTHENBURG and	BALTIC PORTS	CHATON	************	. About 5th	
SHAN	GHAI, YOKOHAN NHAGEN and BAL	IA and KOI	BE "INDIEN"	***********	On 17th J	an., ,,
. 4.4.5	AMADEM BRU DAL	TIO LOWID	"INDIEN"	1	. Diiddle of	Febr, ,,

For Further Particulars apply to Hongkong, 11th December, 1909.

ORIENTAL HAMBURG-AMERIKA HAMBURG

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TIAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports

Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports. NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAL, KORE & YOROHAMA S.S. ANDALUSIA ... S.S. SAXONIA S.S. C. FERD. LAEISZ ... 27th Febr. FOR MARSEILLES, BREMEN & HAMBURG: S.S. SUEVIA 29th Dec. FOR ROTTERDAM, HAMBURG & ANTWERP B.S. BRISGAVIA ... 5th Jan. FOR HAVEE & HAMBURG: S.S. SENEGAMBIA ... 5th Jan. FOR HAVRE, BREMER & HAMBURG: S.S. SCANDIA ... 15th Jan. FOR MARSHILLES, ROTTERDAM & HAMBURG S.S. SITHONIA ... 20th Jan. FOR NEW YORK: S.S. VANDALIA ... 19th Jan.

HOMEWARD.

Further Particulars, apply to-

8.8. AMBRIA ... 12th March;

Hongkong, 21st December, 1909.

LINIE, HAMBURG-AMERIKA Hongkong Office.

minimum with

MIRRUNDENNASIA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

BAILING DATES.

WED'DAY, 19th Jan.

SATURDAY, 29th

Jan, from Kobe.

FRIDAY, 24th Dec.,

at Noon.

Dec., A.M.

TUESDAY, 28th

TUESDAY, 4th

January.

Dec., at 5 P.M.

FRIDAY, 21st Jan.,

from YOKOHAMA.

MARSEILLES, LONDON and | § TANGO MARU ANTWERP, via SINGA. PENANG, PORE. and PORT COLOMBO SAID

WED'DAY, 5th Jan., at Daylight. Capt. A. Christiansen, 8,000 KAMO MARU WED'DAY, 19th Jan., at Daylight. Capt. F. L. Sommer,

VICTORIA B.C. & SEATTLE (INABA MARU leaving Hongkong 8th Jan., due Kobe 13th Jan., connects) ... VICTORIA B.U. & SEATTLE (NIKKO MARU leaving

Capt. A. Keith, SANUKI MARU Hongkong 19th Jan., due Kobe

Capt. K. Homma,

AWA MARU

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE

and BRISBANE

NAGASAKI. KOBE

25th & Yokohama 27th Jan.,

KUMANO MARU Capt. M. Winckler, 6,000 YAWATA MARU Capt. T. Sekine,

at Noon. YAWATA MARU WED'DAY, 22nd Dec., at Noon. 5,000 Capt. T. Sekine,

MOJI, KOBE & YOKOHAMA TOKOHAMA ...

YOKOHAMA...

AKI MRAU FRIDAY, 24th Capt. K. Sato, FIGUAY, 24th Capt. C. H. Butler,

BOMBAY via SINGAPORE TAKASAKI MARU 5,000 J. December. and COLOMBO le Capt. A. Mocker, SHANGHAI, MOJI and TOTOMI MARU

KOBE ...

NAGASAKI, KOBE and ATSUTA MARU FRIDAY, 14th YOKOHAMA ... Jan., at Noon. Capt. Wm. Thompsen, 9,000 Fitted with New System of Wireless Telegraphy. 1 Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Genar Northern Railway and Atlantic Steamers, Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st

and 2nd Class through Possengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 22nd December, 1909.

KUSUMOTO, MANAGER. [15



STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
UBI	0.040	R. W. Almond R. Rodger	Manila Manila	On 24th Dec., 3 P.M. On 1st Jan., Noon.

For Freight or Passage apply to Hongkong, 17th December, 1909. General Managers. AMERICAN

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA. HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. KIYO MARU 9,500 tons gross ... Sail Feb. 26th, at Noon. For particulars apply to N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building. Hongkong, 21st December, 1909.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIMP OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East:-16, DES VŒUX ROAD. HONGKONG.

14, WATER STREET YOKOHAMA

JAVA-CHINA-JAPAN

REGULAR THREE-WEEKLY SERVICE BETWEEN TAVA ANTINA AND JAPAN

STEAMER	From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	CN OE ABOUT
TJIBODAS TJIMAHI TJIKINI TJIPANAS TJILATJAP TJILIWONG		First half of Dec. Second half of Dec. First half of Jan. First half of Jan. First half of Jan. First half of Jan.	JAVA JAVA JAVA JAPAN	Second half of Dec. Second half of Dec. First half of Jan. First half of Jan. Second half of Jan. Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Porta on through Bills of Lading. For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor. Hongkong, 20th December, 1909. JAVA-CHINA-JAPAN LIJN. Telephone No. 375.

KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY'



THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South

W	FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
	TACOMA VIA MOJI, KO	BE "SEATTLE MARU" Capt. T. Saito,	6,182	FRIDAY, 21st Jan. at Noon, 1910.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	BTEAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW TAMSUL VIA SWATOW, & AMOY TAKAO (DIBECT) ANPING VIA SWATOW, & AMOY	"CHOSHUN MARU" Capt. T. SURUGA "DAIJIN MARU" Capt. Y. KUBURARI "SHIBETORO MARU", Capt. S. ATSUMI "SOSHU MARU" Capt. K. SUGI	at 10 A.M. About 26th Dec.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine, The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings,

T. ARIMA, MANAGER

ORIENTAL PENINSULAR STEAM NAVIGATION CO.

PASSENGER SEASON HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

Connecting Steamers

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

to COLOMBO	Hongkong	from Colodibo to MARSEILL & LONDON		PLYMOUTH (London 1 day later)
Steamer Ton 7	1 p.m. Saturday	Steamer Tons	BALUETA	FEIDAY
ARCADIA 7000 ABSAYE 7500 DELTA 8000 MACEDONIA 10500 DEVANHA 8000 ASSAYE 8000 DELTA 7500 DELTA 7500 DELHI 8000	February 5 February 19 March 5 March 19 April 2 April 16 April 30 May 14	MANTUA11000 CHINA8000 MALWA11000 (Through Steamer calling at Bombay) MONGOLIA10500 MARMORA10500 MOREA11000 MOREA10000	March 5 March 19 April 2 April 16 April 30 May 14 May 28 June 12	March 11 March 25 April 8 April 22 May 6 May 20 June 3 June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at DOOM SATE

Accommodation --- an the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.
FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE. £106.14 RETURN. £48.8 In addition to the above Mail Steamers the following:---INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

CARCIING BALOON PASSE	ENGERS AT REDUCED RATES.
STEAMERS	Leave Due Hongkone London
* SYRIA Tonnage 6600	
* SUMATRA	February 9 March 26 February 23 April 9
* SUNDA	April 20 June 4
• NORE 6570	

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surtar): 1st SALOON £55.0 SINGLE. £82.10 RETURN.

2ND ... £38.10 ... Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to:-

E. A. HEWETT. SUPERINTENDENT

RODI & WIENENBERGER PFORZHEIM I/B.

MANUFACTURERS OF ROLLED GOLD JEWELERIES: NECKLETS, BRACELETS, BROOCHES, SCARF-PINS, WATCH-CHAINS, &c.

FOR PARTICULARS AND SAMPLES APPLY TO THE SOLE REPRESENTATIVE FOR CHINA:

GENUINE

1466.4]

HUGO C. A. FROMM,

Route to	Only fully prepaid lette EUKOPE.	is and postcards are transmi	issible by the SIBERL
sar.	Mails from EUROPE vi Date of Despatch from London,	Date due in Hongkong.	Vessels
	Ist December	To-Jay	Chinhua,

On Faturday, the lat, and on Monday, the 3rd of January, 1910, the office will be open from 8 till 9 a.m. In the event of the arrival of the French Mail from Europe on the 3rd January, the l'ost Office will open for one hour only for the del very thereof.

There will be one delivery and one collection of letters as on Sundays, and the Money Order Office will be entirely closed on the above dates

The following despatches of Siberian Mails are cancelled; Despatches leaving Shanghai on December 26th, January 16th, 23rd and 30th.

The Delhi, with the English mail of the 26th ultimo, left Singapore on Saturday, the 18th inst., at 9. 0 a.m., and may be expected here to-morrow, at noon. This packet brings replies to letters despatched from Hongkong on the 26th Oct., and the parcel mails closed in London for despatch by the all-ses route on the 17th ult., and for despatch overland on the 24th ultimo.

The Manchuria, with the American mail, is expected to leave Manila to-morrow, and may be expected here on or about Saturday, the 25th instant, at noon.

	PER	DATE
Yokohama	Tibodas	Wednesday, 22nd, 8.00 A
	Bingan	Wednesday 00-4 Com
	Harman	Wednesday 6043 Com
Surgoporo, Ditavia Camarang and Sangahava	471.02.73	Wednesday 90-4 37 on
AJANIA/AFRIFIA	170 -	Wednesday, 22nd, 11.00 A.M.
THE PROPERTY AND THE RESERVE OF THE PROPERTY O	Transaction Action	Wednesday, 22nd, 11,00 A.M.
Seigon Cohn and Theile	Sui Tai	Wednesday, 22nd, 11.00 A.R
Beigon	Telemachus	Wednesday, 22nd, 115 AM
TOUR THE ALUMEN I AND THE SAN		
		Wednesday, 22nd, 8,00 PM
DEADGES, MODE, LOKOBSER, Vancouvery	2	
And Lacoma	A WHICE BO BERESTON	Wednesday, 22nd, 4.00 Par
watow, Almoy, Foodlow and Shanghai		Wednesday 22nd 500 n
Haiphong	Johanne	LUCIBUAY, 28th 200 A
Swatow. Amoy and Foodhow	Haryang	Thursday, 23rd 1000 per
MAGAO	Sui Tai	Thursday, 28 d 1 la
Moji, Kobe, Yokohama and Portland	Henrik Ibsen	Taureday, 28rd 200
Shanghai - paristante de la companya	LIBRON	Thursday, 92-d o du
Chinkiang	Pagisng	Thursday 99-1 000
Kudat and Sandakan	Rowner	TI
algon	Beata	Thursday 99-1 400
THE KOVA 100 ** 1 00 00 10 100 100 100 100 100 1	Paklat	Friday, 24th, 9, 0 A.M.
Manile, Thursday, Island, Townsville,		
Brisbane, Sydney, Hobert, Langueston I.	19 19 19 19 19 19 19 19 19 19 19 19 19 1	
New Zisland, Molbourno, Adal-14- f	Kumano Maru	Friday, 24th. 10.00[A.M.
FORTA LUMBOUR And From and A		Total and
1011. R. obe blu I okohema	47.2 70	The same
ingapore, Penang and Calentta	Aki Maru	Friday, 24th, 10.00 A.m.
941419314941494	Catherine Apear.	TIMBY ZATH LUMA
		ETIQUY, 74th
		Rittied Mintten and Game
		Ples 10.00 A.M
		100 A.M
BEARGHAI, NAGASAKI, KOBE, TOROHAMA,		(Registration, with late
HONOLULU and SAN FRANCISCO	China	fee of 10 cents up to
SIBERJAN MAIL TO EUROPE)		10.40 A, M.)
		Megistration, Howles
		B.O. 110,00 A.D.
		No late fee
		Lietters 11.00 A.W.
8680 acres	Kui Tal	Friday, 24th, 1.15 A.M.
hanghai, Yokobama, Kobe and Moji	Kuisang	Friday, 24th, 200 1. 1.
ingpo and Shanghai	Kanchoto	Friday, 24th, 3.00 r.m
ablis	Loongsang	Friday, 24th, 8.00 P.M.
Veihaiwei and Chefoo	Chipshing	Friday, 24th, 3.00 P. s.
anila	Ruhi	Friday 24th 400 nes

	Shanghai, Yokobama, Kobe and Moji	Kuisang	Friday, 24th, 2,0, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,
	Ningpo and Shanghai	Kanchow	Friday, 24th, 3.00 F.M.
	Maplia	Loongsang	Friday, 24th, 8.00 P.M.
	Weihaiwei and Chefoo	Chipshing	
	Manila	Rubi	A
	Shanghai	Lienshing	Friday. 24th, 5.00 P.M.
	Kobe and Yokohama	Tamba Maru	Friday, 24th, 5.00 P. r.
	EUROPE, &c., India vin Teticorin		Friday, 24th,
i	(Sygplementary mail on board up to the		Registration KOO
	lime fixed for departure of the mail	Delta	Abagistration, Montag
	Ex ya Pratage 10 conta)	Detta	B.O.
	The Percelimail will be closed on Friday,		H.O 4.30 P. t.
	the 24th inst., at 5 p.m. e		T
•	Sharahai		actters 6.00 P.M.
	SIBERIAN MAIL TO EUROPE	Chinhua	
		- 145 (4) 101 101	Friday, 24th, 6.00 r.m
	Macao apresente se enterente se enterente se enterente se enterente se	Sui An	Saturday, 25th, 7.15 AM
	Batavia, Christe Semerang and Franchaya	Timahi	Monday, 27th, 9.00
	RASION, TIMO, MICH T. C.	Haiching	Tuesday, 28th, 9.00 A.M.
		Taming	Transfer Ook Q.00 mas
	Committee of the same of the s		Tuesday, 28th, 2.00 P.M.
	Sourabaya	Chunsang	Tuesday, 28th, 2,00 P.M.
			Wednesday, 29th,
		1	Printed Matter and Sam-
	EUROPE, &c., INDIA VIA TUTICORIS		plas
٠	(Late Letters 11. 0 to 11.00 A.M. Extra		Registration, 19.00 A.B.
			(Registration, with late
	Postage 10 cents)	Goeben	fee of 10 cents, up to
	(Figure bosied in the past that tooken !-		19.45 a.m.)
	in time for the first clearance will be		Registration, Kowloos
	included in this con west mail.		b.U 10,00 A.M.
			No a e to
		6.1	Let ors - was 11.00 A.M

"LOTUS"

Matupi,

Chenan

Namsang

RICH

Rataul

PURE

FRAGRANT.

Thursday, 30th, 8,00 r.m.

Pring Sigismiand ... Thursday, 80th, 8,00

Friday,

Obtainable at all the Stores.

Manue, ! Kar, Friedrich Wilhelmshafen.

Herbertsbone,

Brisbane, Sydney, Hobert, Launceston,

Adelaide, Perth and Fremantle.....

Singapore, Penang and Calcutta

H. RUTTONJEE WINE AND PROVISION MERCHANTS.

TO DAY. 2.30 P.M. —Public Auction of Blankets Sheetings, Curtains, &c., by Mr. Geo. P. 9 P.M. - Minstrel En ertainm at at the Theatre FORTHCOMING EVENTS.

Friday, 24th December-Auction of 119 Bale Raw Silk more or less damage by water Mr. Geo. P. Lammert. Monday, 27th December-Bandmann No. Comedy at Theatre Royal-The Earl Worm.

Tuesday and Wednesday, 28th and 29th—Public Auction of Naval and Victualling Stores by Messrs. Hughes & Hough,
Wednesday, 29th December—Annual Meeting
of Shareholders, Campbell, Moore & Co.

HONGHONG: 4, QUEEN'S BUILDING. TELEPHONE S60. Thursday, 30th December-Auction of the Late Gunboat " Rio Lima, Mesers. Hughes and

COMMERCIAL.

0 :--EXCHANGE CLOSING QUOTATIONS.

.[,	re 12.
O- 7		December 21st.
On London	X :	,
Telegra	phic Transfer	1/98
Dank D	LUB. AND ALL dave.	aircht 1/01
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1 OLUMB	at 4 months a	locht 1/032
- Douting	MANAGE V ESSERATION	nthe sight1/912
UM PARIS :-	- Indiana	
Bank B	ills, on demand	225
Credits,	at 4 months' si	pht 229
ON GERNA	YY :	D
On dema	nd	183
ON NEW Y	ORK:-	
Bank Bi	lls, on demand	475
Credits.	at 60 days' sigl	t 443
UN DOMBAY	I-re-	
Telegran	hic Transfer	1391
Bank, or	domand	1393
OM CALCUM	ĽA :	
Telegran	hie Transfer	-1701
Bank, on	demana	1703
UN BHANGH	At :	
Bank, at	sight	747
Private.	30 days' sight	763
ON YOROHA	MA :- On dome	nd 971
ON MANILA	:-On demand	-Papac- 99
UN BINGAPO	RE -On dama	76
ON BATAVIA	:-On domand	1075
VIII ALAREMUT	THE THE PROPERTY OF THE PARTY O	101
ON BAIGON :	On demand	pm.
ON BANGKON	-On demand	8 / pm.
DOVEREIGHA.	DANK'S Kovino	Pata Q1117
GOLD LEAR.	100 fine per toe	\$57.80
BAR SILVER.	per os.	2/1
	Lan ans existed.	10100111011042
· · · · ·	SUBSIDIABY CO	DINS.
		per cent
Chinese2	20 cents pieces	\$7.75 discount.
Chinese 1	10	or on

Hongkong ... 20 Hongkong ... 10\$6.00

OPIUM. December 21 of

Quotations are :-		Dece	TIDAL	2180.
Malwa New	81	,370/1,	100 %	r nien
Malwa Old	81	,410/1,	130	5.4
Malwa Older	\$1	440/1,	150	30.
Malwa V, Old	\$1	460/1,	170	19
Persian fine quality		100/1,2		11
Persian extra fine		250/1,3		-39
Patna New		410		rchest
Patna Old	81.		Po	r ones
Benares New	E . F	435	-	#1
Benares Old	44	-	. 146	**

VESSELS EXPECTED.

THE ENGLISH MAIL. The P. & O. str. Delta left Singapore for this port on the 18th instant at 9 a.m. with the outward English Mails, and is due here tomorrow at noon. THE AMERICAN MAIL.

on the 18th instant, is to leave Manila on the 23rd instant, and is due to arrive at this port on the 25th instant, at noon. The T.K.K. str. Ohiyo Maru sailed from Yokohama on the 19th instant, and is due to strive at Hongkong on the 29th instant.

The P.M. str. Manchuria arrived at Manila

THE GERMAN MATL. The I.G.M. str. Derflinger, carrying the German Mails with dates from Berlin of the 1st inst. left Colombo on the 19th inst. morning, and may be expected here on or about the 29th inst. at p.m.

The I.G.M. str. Coblens left Sydney Thursday, the 16th inst., at noon, and may be expected here on or about Friday, the 7th prox. THE CANADIAN MAIL. The C.P.R. str. Empress of China left Vanceuver for Hongkong on the 18th instant

THE AUSTRALIAN MAIL.

a.m., via the usual ports of call. MERCHANT STRAMERS. The Bank Line str. Aymeric left Manils on the 18th instant p.m., and is due at this port

The N.Y.K. str. Tamba Maru (European Line) left Singapore on the 16th inst, and is expected here to-day.

The C.N. Co.'s str. Chinhua left Shanghai on the 19th inst, and is due here to-day. The Ben Line str. Benlavig from Middlesbro and London left Singapore on the 18th instant. for this port.

The str. Knight of Thistle left Tocoma on the 18th instant for Yokohama, Kobe, Moii. Hongkong and Manila. The Danish str. Siam left Sabang on the 13th instant, and may be expected here on or

about the 26th inst. The Bank Line str. Suveric left Kobe on the 20th instant, and is due at this port on or about the 27th instant.

The Danish Sec. Indien left Port Said on the 20th instant, and may be expected here on an about the 17th prox.

STEAMERS PASSED THE CANAL. November 20th-Laertes, Lyria. 24th-Ben'arig, Atholl, Schuyll 27th-Suruga, Perseus, Oceanien, Tomba Maru. Dec. 1st-Brasilia, Livenga, Glenearn. 4th-Tranquebar. Vorwaerts, Antenor, Somali, St. George Sumatra. 8th—Derflinger, Benvorlich, Car-narconshire, Liberia, Priam. 11th—Indrasamha, Prinzess Alice, Nera. 15th-Kaisow. 18th-Armand Behic, Atruta Maru, Austria, Coulsdon, Hyson, Oopack, Kitano Maru, Pera.

ARRIVALS AT HOME December 17th-Ambria; Glamorganshire, Iyo Maru, Meinam; P. R. Luitpold.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of

or preceeding the departure of the English Mails; also Table of the Yearly Approximate Averages for 35 years From 1874 to 1908. Price: \$2 Cash. On sale at the "DATLY

PRESS " Office, or Local Booksellers.

SHARE LIST .- QUOTATIONS.

STOCKS.	NO. OF	VALUE,	PAID UP	CLOSING QUO
	SHARES			TIONS CASE
Honokono & Shanchal Dank or	1 10			3 3
Hongkong & Shanghai Bank Corporation National Bank of China, Limited	1 1 1 1			\$995, Belle £91.5.0.
Bell's Asbestos Eastern Agency, Limited	99,92		3.	\$65, buyers
China Borneo Company, Limited	8,60	(1) A) + 1/2 A		
China Light and Power Company, Limited.	60,00 50,00			
Chine Provident, Loun & Mortgage Co., Ld	50,00	0 \$1	\$1	\$6, buyers
COTTON MILLS.—		0 \$10	\$10	\$9.50
Ewo Cotton Spin's, & Weaving Co., Ld.	100000	- 1		
International Cotton Manufiner Co. Ld.	125,00	\$10	\$10	£61, sellers
Laou-Kung-Mow C. Spin.&Weav.Co., Ld Soy Ches Cotton Spinning Co., Limited	0.00	0 Tis. 100	Tls. 100	Tls. 111.
Dairy Farm Company, Limited		To a	1	Tls. 425.
DOOKS AND WHARVES.	40,00	0 371	\$6	\$161, sellers
Hkong & Kowloon Where & G. Co. Tel	60,00		all	\$61½, sellers
Hongkong and Whampon Dock Co., Lil. New Amoy Dock Co., Limited	10.00	0 \$50	all	\$51, buyers
Dangiai Dock and Engineering Co. T. J.	CE CO.	0 Tls. 100	Tla. 100	Tls. 76.
Shanghai and Hongkew Wharf Co., Ld., cawick & Co., Limited	36,00	0 Tls. 100	Tls. 100	Tls. 128.
From Island Comont Co., Limited	18.000			\$11, sellers
Hongkong and China Gas Co. Limited	400,000			\$74, sellers
long kong Electric Co, Limited	60,000	\$10	810	\$210, buyers \$20,
longkong Hotel Company, Limited	12,000 8,000	950 1	\$50 \$25	\$772, buyers
Iongkong Ice Company, Limited	5,000	\$25	all	\$45, buyers \$180, sellers
longkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$23, sellers
Canton Insurance Office Co. Limited	10,000	\$250	\$50	\$150, sellers
China Fire Insurance Co., Limited China Traders Insurance Co., Limited	20,000	8100	\$20	\$118
HOREKOUG Fire Insurance Co Timited	24,000 8,000		\$25 \$50	\$92, buyers \$370, sellers
North-China Insurance Co., Limited Union Insurance Society, Irimited	10,000	£15	£5	Tis. 1121.
I anguezo Insurance Association, Limited	12,400 12,000	1	\$100 \$60	\$895, \$230,
ANDS AND BUILDINGS				WANTED TO STATE OF THE PARTY OF
Hongkong Land Invest, Agency Co., Ld. Humphreys' Estate and Finance Co., Ld.	50,000		\$100	\$102
Acwicon Line and Ruilding Co. Ld.	150,000 6,000		\$30	\$84, sallers \$30, sellers
Shanghai Land Investment Co., Limited West Point Building Co., Limited	78,000	Tls. 50	Tle. 50	Tis. 120.
INING.—	12,500	850	\$50	\$44.
Société Française des Charleman de Thanking	16,000		all	\$625, buyers
Lieute Australian Gold Mining Co., Ld	200,000	£1	18/10	\$72, sellers
ak Tramways Co., Limited	25,000 50,000	7	all 81	\$131, sellers \$1.30, sellers
ilippine Co., Limited	75,000	\$10 \$20	\$10	91.00, sellers 891, buyers
China Sugar Refining Co. Lines				
China Sugar Refining Co., Limited Luzon Sugar Refining Co., Limited	20,000 7,000	\$100	ali .	\$158, sellers \$21, sellers
binson Piano Co., Limited	4,000	\$100 \$50		50, sellers
BAMSHIP COMPANIES -		400		loo, actions
China and Manila Steamship Co., Ld Douglas Steamship Co., Limited	30,000	\$25		8, sellers
Hongwong, Canton & Macao S.B. Co., Ld.	20,000 80,000	\$50 \$15	all 3	33, sellera 313, buyera
Indo-China Steam Navigation Co., Ld ;	60,000 pref.	£5	all	1 42 1 h
Shell Transport & Trading Co., Limited.	60,000 def. 2,000,000	£1		20 buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$26, buyers
th China Morning Part Times	10,000 6,000	\$10 \$25	440 8	24, buyers
un Laundry Company, Limited	20,000	\$5	\$5 \$	51, sellera
Campbell, Moore & Co., Limited	1 200	410	11 10	40.
W M. Powell. Limited	1,200 15,000	\$10 \$10		12. 3. sellers
Weissmann, Limited	3,000	\$10	\$10 \$	10, buyers
	,900 ordy,	\$10	84 \$	124, sellers 300.
on Waterbest Co., Limited	100 idem 50,000	\$10 \$10		10 ₂ , sellers
BERS.			44	
Belgownies Pegohs	_	-		80 (Bin.) 22
Ragallas		T- 🖫 -	- 182	26
Anglo-Malays Castlefields, fully paid	_	-	- 14	1/- 1/-
Consolidated Malays		=	- 2	6-10-0
	- -	-	· - £	4-0-0
Damongaros				2/6 bayers 9 prem.
Damangares Highlands and Lowlands			- 2	3 DEGITT
Damansares Highlands and Lowlands Kamunings Kuala Lumpur	= 0	=	- 90)/-
Damangares Highlands and Lowlands Kamunings Kuala Lumpur Ledbury's			- 90	
Damansares Highlands and Lowlands Kamunings Kuala Lumpur Ledbury's Linggis Sapongs			- 9 4 2 2 2)/- 5/6, buyers 5/6, sellers
Damansares Highlands and Lowlands Kamunings Kuala Lumpur Ledbury's Linguis			- 9 4 2 2 2	6/6, luyers 5/6, sellers

Quotation. Loans. Tis. 767,200 Tis. 250 7 % p. annum | Par. Chinese Imperial 1886 VERNON & SMYTH, Share-Brokers,

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HONGKONG TIDE TABLE From December 22nd to 28th, 1909.

HIGH WATER. LOW WATER Hongkong Mean Time, Hongkong Height.

> HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 21st

6,000	at 4 p.m.	On Date at 10 a.m.	On Date
Barometer	30,16	80.27	50.12
Temperature bee	. 68	60	64
Humidity	61	62	37
Wind Direction	W	NNW .	NE
Force	1	. 2	. 1
Weather	ъ.	, p	b i
Bain		-	_

Highest open air Temperature on 20th.....72 Lowest open air Temperature on 20th 68

COGNACS. CLARETS

FOR AGENCY APPLY TO

HUGO C. A. FROMM, HAMBURG.

SHIPPING AFFAIRS.

Shipping questions lately have been unusually prominent, and they derive considerable importance from their international character. This recognition of common interest among the nations is at the basis of the efforts to codify the varying forms of maritime law, which have made progress at the conferences at Brussels and Bremen, and it prompted the fermation of the International Shipping Federation described in The Times a few weeks ago. It has increased the almost insuperable difficulties of those who have sought to devise some scheme for the regulation of output and an indemnity for surplus tonnage, and it has been a feature of the efforts made to put insurance rates once more on a profitable footing. Regarded from the onlooker's point of view the shipping industry is now undoubtedly in a very interesting position.

THE INTERNATIONAL FEDERATION. "At a time when shipowners of different nationality are feeling the effects of the miners' strike in New South Wales the occasion is timely for a consideration of the aims of the newly-formed International Shipping Federation. There is no proposal, of course, that the ramifications of the new federation should extend outside Europe or that its programme should include other objects than those of supplying seafaring and dock labour in times of need; but the present strike offers an illustration of the ills to which workers of all descriptions may suffer from causes arising in far distant countries, and shows how shipping may be paralysed by disputes that do not relate to the actual work at Hamburg, Antwerp, Rotterdam, Gothenburg, and elsewhere have also made these points clear.

dock strike that a federation was formed of British shipowners—not for the regulation of freights or the control of wages, but for the provision of labour. It is the object of the supply of senfaring and dock labour ready to be sent to the aid of any shipowner in the federation anywhere who finds his operations suspended by the strike either of his own employes or of the labourers engaged in the loading or discharge of the ressel. federation keeps depôts of men in the chief ports, so that a British shipowner can now always feel confident that his vessel will not be unduly detained by labour strife in any port in this country. In the case of labour disputes in foreign ports the British federation has been of valuable service in sending The subject for discussion was not new, but it the affairs of its neighbours. With electric expense, labourers overseas. So effective has it been that similar organizations have been formed Germany, Holland, Belgium, Denmark, and Sweden, and are being formed in France, Norway, Spain, and Austria-Hungary. The logical outcome of these organizations has been the formation of a federation to embraco those already existing in the various countries, so that assistance may readily be sent where needed. The headquarters will be in London, where the design originated, and where valuable experience has been gained in the management of such work. The British federation offers many advantages to men who come under its flag and accept its "ticket "-udvantages that not all the assaults of adverse trade unions can destroy. Similar advantages will be provided under the foreign federations.

THE INTERNATIONAL ELEMENT. Of course, it might be argued that the international element is a danger in the new organization; inasmuch as it is in the nature of the workers of any country to resent and resist the interference of foreigners in their labour struggles. But the International Federation is a federation of federations, and the federation of each country will deal in the first place with the needs within that country, and the possibility of any interference other than that really essential. A labour strike in any port countries. Whatever might be said about the published figures of British trade were a flotion, will be met by the use of the depôt ship specially allocated to that port, although in case of need all the depôt ships of the International mission of the international aspects of the shipping industry is remarkable and should all nations should progress. Competition was learnt from Germany in the matter of comnothing to do with freights, or insurance, or the influence of commerce might well be exercised | matters Germany had set an example which terms of charter, or dues, or legislation, or with to the mutual advantage of all countries. might well be followed. He had heard with the rates of wages. It is a purely defensive (Cheers.) organization from the employers' point of view. REGULATION OF FREIGHTS AND TONNAGE.

Quite different are the combinations in freights and charter terms. Interesting proposals have recently been made in various forms for international conbinations of shipowners sea trade, to regulate the supply of shipping to the market demand, to restrict the building of becoming more international, individual innew ships, and to send to the scrap-heap all telligence and energy having broken the chains wessels when they reach the obsolete stage, imposed upon them by the natural boundaries of many reasons. One reason is that not one of SURPLUS TONNAGE.

it has been suffering for some years past, from found that its effect was, that raising tariffs | England, and that they will contribute to the wils of over-production as well as from became a long and almost uninterrupted habit in strengthen those friendly relations so useful to bad trade; and as for the evils of their own the different countries in such a way that, as it | ourselves and so necessary to the peace and creation, shipowners, it is to be feared, will was recently very appropriately said elsewhere, welfare of the world. (Cheers.) have to work out their own salvation. Accord when any country raised the tariffs it immedia. Mr. STANLEY MACHIN said that the coming to careful estimates made by Mr. Norman ately provoked other countries to raise their mercial system of a country would not be Hill, secretary of the Liverpool Steamship tariff against it. In this manner, the last 30 adopted on the ground of sentiment, but Owners Association, the present excess of tonnage over the demand is 41 million tons of deadweight capacity. Four million tons of dead weight cargo-carrying capacity represents. some 1,600,000 tons net of British steam tonnage. It is estimated that there are from estimate is available of the quantity that may be laid up in foreign ports. Yet with all this surplus the orders for more new ships are growing on the hands of shipbuilders, who probably even been. Meanwhile in the freight markets the actual conditions are better than they were, and the prospects are not unpromising, that is, if the market is not again overstocked with new tonnage. But so long as shipowners think they see openings for new vessels in their particular trades, and favourable opportunities for building are offered, counsels of caution will doubtless be relegated to a secondary place. - The Times, an old saying that commerce is the pioneer of Supplement,

ANGLO GERMAN RELATIONS.

LONDON CHAMBER OF COMMERCE BANQUET.

There was a large and representative gathering at the Criterion Restaurant last month, when the London Chamber of Commerce entertained at dinner the Gorman Ambassador, Count Paul Wolff Metternich, Herr A. D. Kaempf, Vice-President of the Reichstag), and other distinguished German visitors. Charles Charleton (Vice-President of the Chamber) presided, and among those present, in addition to the two guests of the evening, were Dr. von Kublmunn, Conneillor of the German Embassy : Baron Ofto Gunther de Weiendonk,

Herr von Goldschmidt, Count von Berchen and Dr. Haniel von Halmhansen. Secretaries Dr. Hormann Johannes, Consul-General for the German Empire: Baron Bruno Schroeder, Herr Kommerzienrat Max Richter of Berlin, Consul Gostav Humbert Herr Heincken. Chairman of the North Lloyd Company: Herr Heinrich Mass of Berlin, Lord Claud Hamilton, Chairman of the Great Eastern Railway Company; Sir Felix Schuster, Vice-President of the London Chamber of Com merce; Mr. Stanley Machin, Chairman of the Council; Mr. R. S. Tomalin, Deputy-Chairman of the Council; Sir Henry Kimber, M.P., Mr. William Pearce, ., Sir John Jackson, Sir J. Roper Parkington, Sir T. Brooke-Hitching, Mr. James Bell, Town Clerk of London; Sheriff Slasenger, Major-General Sir Alfred Turner, Mr. Richard White, Chairman of the General Steam Navigation Company, Mr. W. P. Neal, Mr. William of navigation. The prolonged labour troubles Gillespie, and Mr. L. A. Martin, members of the Council of the Chamber of Commerce; and Mr. Charles E. Musgrove, the secretary. It was after the dislocation caused by a great

The subject for after-dinner discussion was 'Anglo-German' Relations." The toast of "The King," whom the CHAIRMAN described as the friend of commerce and the maker of peace, was enthusiastically honoured, as was organization to keep in reserve an adequate that of "The Queen, the Prince and Princess of Wales, and other Members of the Royal Family." The CHAIRMAN then said he had great pleasure in proposing the toast of the Monarch of the friends they were so pleased to see among them. He drank to the health of one who was beloved by everyone, and who was related by ties of blood to our own King, der

Doutscho Kaiser. (Cheers.) The CHAIRMAN next welcomed the German partly in English and partly in German, he said he was delighted to welcome them in that room. like these of other countries in sympathy with landed and stored at Consignees' risk and was one that was dear to all of them, and one to cables and vessels steaming over 25 knots which they all attached the greatest possible an hour all the peoples of the world were importance. The dinner of that evening had rapidly being compelled into a sort of given rise to various conjectures, which had no fellow citizenship. The result was that Engpossible foundation in fact. Such things were lish policy was entering more and more into pure flights of fancy. Their sole object co-partnership with that of other nations, and was to bind up commercial interests and to English Statesmen were finding that this endeavour to overcome by an interchange of sharing in responsibility was not the dangerous meetings and an interchange of views any and unsound proceeding they once imagined. difficulties that might crise. It was by meetings | So it was in shipping affairs. British and Gersuch as this that they could put their heads man steamship companies were discovering that together in order to make the power of com- their common interests far outweighed in immerce conduce to the interests of peace. portance their competitive interests, and events had been made by the formation of the Interna- shoulder to shoulder to meet conditions which tional Congress of Chambers of Commerce in made for the aunihilation of a fair return on

not merely European, but would include such fidence to the future, assured that the more Consignment_will be sorted out Mark by Mark Republic, and Japan. It could not fail to con- certainly would all sinister suspicions vanish. are landed. duce to a better feeling between all nations that (Cheers.) -there should be a better understanding with regard to the questions that arose. That Hamilton had adopted a gloomy tone about the was simply a friendly dinner between last fifty years of commerce in England. Their keen vivalry between ports should annul the German commercial friends and themselves to visitors would go away with the impression discuss what might be of advantage to the two that their commerce was decaying and that the 6 hours. want of feeling between the two nations, he did | that prosperity was at an end, and that we were not believe one word. The two countries were all packing our trunks. (Laughter.) He at one in wishing to obtain mutual advantage. thought that people in England could look Federation will be available. This clear ad- Some people in this country complained that on the last fifty years of commerce with satisfacother nations progressed faster than we did, but tion and pride. Great lessons were to be downs for examination by the Consignee's and prove advantageous, but it does not affect the the life of business. We had a great deal to mercial education. Both parties in this purely commercial side of shipping. There is learn from Germany in the matter of technical country were, he believed, agreed that nothing in common, even in this country, education. There was a proposal that there proper provision should be made for the date they cannot be recognised. No claims will between the Shipping Federation and the should be an interchange of visits by technical working classes, such as a contributory system be admitted after the goods have left the British Chamber of Shipping. The federation has students from and to various countries. The of insurance. In that as in so many other

Reichstag) said :- The London Chamber of broken down. From conversations which he existence among sailing-ship owners for main- Commerce is rendering an excellent service had had with commercial men in the United taining homeward freights and among the ship- both to the interests of commerce and to those States he was under the impression that the owners in the Baltie trade to regulate minimum of politics in general by inviting not only its system of high tariffs in America was nearing members and fellow countrymen, but also its its end, for deep among the people of America foreign friends, thus giving its dinners an was the conviction that they suffered by these international character in conformity with the high tariffs. Standing side by side Germany to maintain freights in different avenues of development of modern civilisation. Indeed, and Great Britain had nothing to fear from the commerce and trade are from year to year rest of the world. (Cheers.) although no absolute authority exists to deter- the countries, and in various points energetic mention that the exchange of views we have mine when a ship is obsolete. All these pro- efforts are being made for concluding interna- been listening to with so much interest to-night posals have failed, and seem bound to fail for tional agreement and unifying legislation, brings out clearly the fact that the commercial in order to smooth down the differences so far | communities of our two countries, so well reprethem could be successful unless it achieved the existing and facilitate international commerces, sented here to-night, are bent on pursuing harimpossible by including every ship affeat. The But what irony of facts! While, in the interest | moniously side by side their peaceful work, latest proposal for a combination to lay up ships of international trade all obstacles ought to be instead of, as has often been said, erroneously, in dull times and recomponse the owners out of removed, while we find that commercial people believe, living in strife and enmity with each a common fund fails because all shipping is not of all countries are anxiously endeavouring to other. Good customers do not want to quarrel. in the same category. A freight that will co-operate for that purpose, we see on the other (Cheers.) This meeting brings again into spell dead less to an old and expensively built hand that different nations by their economic relief the simple and fundamental fact craft may leave a satisfactory profit to a modern policy have not only raised high walls and that we owe a great debt of gratitude cleverly built ship that has come out of the barriers of tariff, but are even going to enlarge to the London Chamber of Commerce builder's hands at a moderate price. The them and make them nearly insurmountable. I for having given us by their kind invitation an

indemnity scheme thus would really mean the do not speak of the financial necessities of opportunity, a welcome opportunity, of showing payment by the owners of good and profitable several nations, nor of the controversy which clearly again before the world that the comships of an income to the owners of unsuitable is so deeply moving your country at the mercial relations between our two countries are and obsolute ships to keep them out of the way. present time. But when I looked over the of the friendliest nature. Let us hope that history of political economy during the last | they will be a guide and an example to the The shipping trade, in fact, is suffering, as thirty years in Europe and America I relations in general between Germany and years, far from reducing the tariffs existent at on what might suit the general affairs of the the beginning of that period, led us to a system nation. It was said that the systems of Ger- (Formerly of the Imperial Chinese Customs of high protection, of which Germany, France, many and the United States were approaching and America are the most instructive examples, their end. They had heard the statement for and which, if continued, may finally become an more than twenty years (Cheers) They had rette VOLUME which consists of 461 endless screw, the effect of which cannot but be no right to complain of what any nation did it 500,000 to 500,000 tons net of steam shipping insupportable. I am not going to critise or her own interest, whether in tariffs or in buildlaid up at present in British ports; but no discuss the details of the protectional measures ling armaments. We should look to our own taken, or to be taken, by different nations, nor affairs at home and put our own house in order. the right or wrong of the reasons which led | Whatever misunderstandings might appear on them on their way. But I think I may be the surface between Germany and our own allowed to say one thing, that whatever may be the | country all sober business men would use their next year will be as busy again as they have development of economical policy in Europe and greatest endeavours to prevent any possible condifferent countries-and as for me I am personally convinced that the period of high protection on the Continent is approaching its end owing to its exaggeration and inconveniences being more and more felt-(cheers)-I say that all of us are interested in the request that no prejudice may be made and no undue obstacles opposed to international commerce.—There is civilisation. Never more than to-day this

commerce in our days is not only the pionser, but the best guarantee of peace, and conscitently of civilisation. The prosperity of international commerce depends upon friendly relations between individuals and between

nations. The more friendly relations are established and strengthened between individuals, the more peace between nations will be solid and durable. My German friends and I thereforethankfully acknowledge the endeavours more than once made by the London Chamber of THE Steamship Commerce to establish personal relations between commercial representatives of all countries, and we have accepted their invitation with so much greater pleasure and satisfaction, as it gives us are determined, as far as in us lies, to do all landed and stored at their risk into the and friendly, but cordial relations with your the Hongkong and Kowloon Wharf and great and glorious country. (Cheers.)

Lord CLAUD HAMILTON said that, as a con-

dictum proves to be true, International

firmed Tariff Reformer, no one could be more obtained. suprised than himself at being called upon to say a few words after the speech they had just heard from a confirmed German Free Trader. (Hear, hear, and dissont.) For many years the people of this country had believed in Free Trade to their bitter regret. This had taught many of them that some change was desirable in the interests of the country. (Hear, hear, and "No, no.") With regard to the relations, the happy relations, he was glad to say, which now subsisted between this country and the great Empire of Germany, he liked to remember that we were more nearly related to our brothers across the German Ocean than to our brothers across the Atlantic. (Cheers.) We had many sentiments in common with the German people, and in the main we had a common religion, and therefore the two nations should work together in harmony in the interests of civilisation and commerce. (Cheers.)

Herr HEINEREN expressed the hope that the THE Steamship efforts now being made to bring Englishmen and Germans to a better understanding through the fuller recognition of their immense common | having arrived from the above Ports, Coninterest would be crowned with success. He signess of cargo are hereby informed that their served his apprenticeship to business in England. | goods will be delivered from alongside. and spent some of the most impressionable | Cargo impeding the discharge will be landed. years of a man's life in this country, and at once, at Consignees' risk and expense. that she could not enjoy peace and quiet merely and expense. be bothered. English Statesmen had come to PENANG are requested to take IMMEDIATE stand aloof, that its affairs prospered and waned | impeding the discharge of the Vessel will be (Cheers) A great attempt in that direction | were tending more and more to bring them 1905. Since then that Congress had met in | capital. It afforded him pleasure to express his

pleasure that Protection was approaching its end in Germany. He hoped that before long Herr KARMPF (Vice-President of the Protective barriers between nations would be

Sir FELIX SCHUSTER said that Lord Claud

THE GERMAN AMBASEADOR. The GERMAN AMBASSADOR, who was received ed with cheers, said :- I should only like to

flict between the two great-Powers. (Cheers.) Other speak era followed.

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"BUELOW." having arrived. Consigness of Cargo are hereby informed that their Goods, with the exception the opportunity of stating once more, that we of Opium, Treasure and Valuables, are being within our power to maintain, not only good | hazardous and/or extra hazardous Godowns of Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be

> No Claims will be admitted after the Gods have left the Godowns, and all goods remaining undelivered after the 22nd inst., at 9.30 a.m. All Claims must reach us before the 26th inst. or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned. NORDDEUTSCHEE LLOYD.

MELCHERS & Co.,

General Agents. Hongkong, 15th December, 1909.

> NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND

SINGAPORE.

"CATHERINE APCAR."

nothing could offace the feeling of attachment | Cargo remaining on board after 4 P.M. of the he had for England. England was recognising | 22nd inst., will be landed at Consignees' risk by putting up a sign that she did not want to | Consignees of Cargo from SINGAPORE and

guests of the Chamber of Commerce. Speaking see that England was not a nation which could delivery of their goods from alongside, such cargo Port Arthur No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned. DAVID SASSOON & Co., LTD. Hongkong, 18 December, 1909.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID. SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamor

Consignees of Cargo by the above-named Liege, Milan, and Prague, and it was to meet high appreciation of the fair and open-minded vessel are hereby informed that their woods are in London next year. At this international spirit in which German steamship lines were being landed and placed AT THEIR BISK in the gathering about twenty different nations would met in their various negotiations by the great | Hongkong and Kowloon Wharf and Godown be represented, and those nations would be English lines. He looked forward with con- Company's Godowns at Kowloon, where each countries as the United States, the Argentine closely they examined one another the more and delivery can be obtained as the Goods

> This vessel brings on Cargo:-From London, &c., ex s.s. " Morea" and " Persia." Optional Goods will be landed here unless instructions are given to the contrary within | Barawak

Goods not cleared by the 25th inst., at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me

in any case whatever. Damaged packages must be left in the Go- | Pahang the Company's representatives at an appointed Batavia hour. All claims must be presented within ten days of the steamer's arrival here; after which

E. A. HEWETT, Superintendent. Hongkong, 20th December, 1909.

SHIRE" LINE OF STEAMERS, LTD NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"PEMBROKESHIRE," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will-be-sorted-out mark-bymark, and delivery can be obtained as soon the goods are landed.

Goods not cleared by the 26th inst. at 6 A.M. will be subject to rent. No Fire Insurance will be effected by us any case whatever.

All damaged packages must be left in th Godown, where they will be examined 10 A.M. on the 21st inst. No Claims will I admitted after goods have left the godown nor will they be recognized if presented after days of vessel's arrival here. -JARDINE, MATHESON & Co., LTD.

Agents. Hongkong, 20th December, 1909. [1550

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